The Garage and Motor Agent

August 19, 1950

Terse Talk: ARMY v. 'CIVILIAN' VEHICLES

The Garage & Motor Agent

Vol. 73 (20)—No. 1918
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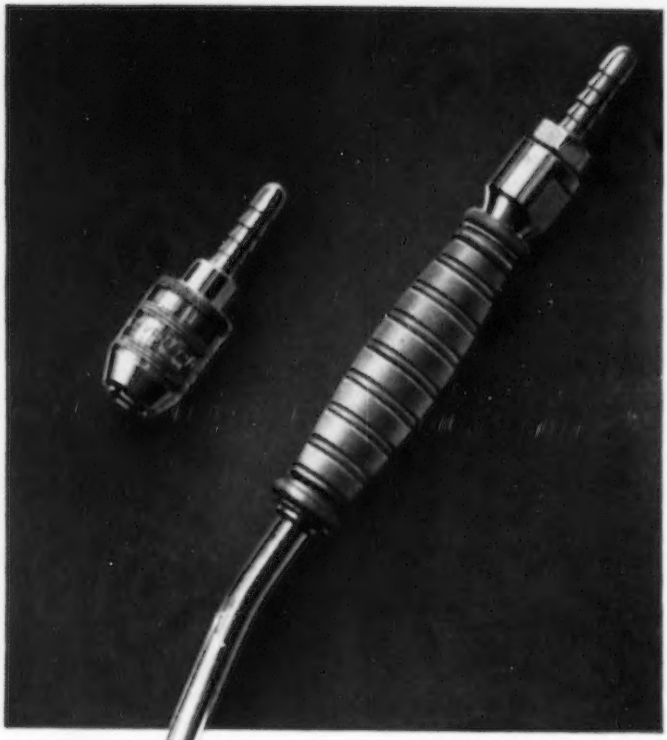

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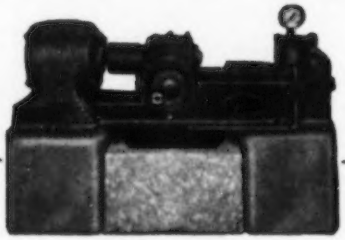

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The Garage & Motor Agent

Vol. 73 (20)—No. 1918

August 19th, 1950

THE INDEPENDENT AND PRACTICAL TRADE PAPER

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TERSE TALKS ON TRADE TOPICS: 1629th

Army v. "Civilian" Vehicles

SECOND in importance only to the question of whether or not there is to be a third world war, is the problem of how any stepping-up of the armaments production programme will affect Britain's internal transportation facilities.

Soon after the fighting started in Korea, there was talk of increasing our military vehicle output, and speculation arose as to its likely effects on the manufacture of vehicles for the home market. Consultations were held with the motor industry, but they were of an exploratory kind. It was understood that the Government had no immediate intention of drastically curtailing Home vehicle production.

During the past week, however, Government interest in the Army vehicle has seemingly revived. And with it has returned the anxiety of those who know that for a country to be able to run efficiently on military wheels, it must first be able to keep its Home vehicle wheels turning.

Notwithstanding the impression of a vehicle-glutted country given by those politicians who have expressed concern at the number now on the road, the men who have to service the machines know that the country's actual vehicle position is not as rosy as its official statistical one. Large numbers of them are "paper" vehicles, in the sense that they could not stand up to another ten years or more of hard work, such as they have performed during and since the last world war.

In any Government plans for increased vehicle production, therefore, the motor industry should insist that there must be no cutting of Home vehicle quotas below their already dangerously low level. Roadworthy vehicles which keep a country going at home are just as much munitions of war as are those which go to the battlefield. Indeed, the second cannot be born without a sufficiency of the first.

The motor industry is still working below capacity. If exports are to be maintained and vehicles produced for the home and overseas fronts, facilities must be provided for using that capacity to the full.

Editor

WHAT DO *YOU* THINK ABOUT IT?

TECHNICAL SALES PROMOTION—4

Performance Inspection

Two men necessary

"TAKE it on the road and give a report." This request may come from a customer who is anxious to have an expert opinion on the car as a whole, or in connection with some peculiarity.

The amount of information to be gained by a road test depends on the tester's ability to detect signs of present or pending trouble from the performance under various conditions, and is particularly influenced by the association of relevant circumstances.

Only the man at the wheel can discern with any certainty some of the transient symptoms which have to be observed, and for this reason, a second man should travel with the driver to make notes of details reported at the moment — details which may be forgotten when making a later report by memory.

PREVIOUS ARTICLES IN THIS SERIES

June 24th.—Speed with Quality in Repairs.
July 15th.—Quality-checking Work in Progress.
August 5th.—A Lifter Job is Chance for Underside Check.

While the making of notes at the time will overcome the factor of a lapse of memory, the important aspect of road testing, as in all other "inspection" operations, is receptive observation. In dealing with a case of one particular fault, attention should be directed not only to signs of the trouble concerned, but also to any other factor which seems to be associated with it.

"Receptive observation" is an tester: Memory lapses

As an example, undue noise in the transmission might originate in quite a number of places, but the general locality can be narrowed down by observing under what conditions it is most noticeable. A rear axle "hum" under driving load is a different matter from a similar sound only heard on over-running.

Backlash in universal joints may not be felt under steady drive, but it will be apparent when idling along on the level, or in traffic driving. The resulting jerky progress can, in some instances, be confused with the effect of intermittent missfiring, until acceleration takes up the lash.

Owner co-operation

Even when on the lookout for a particular fault, other signs will attract attention and should be noted. When a test run fails to show up the reported defect, the trouble can often be located by requesting the owner to drive over a known course while carrying an observer as passenger.

The reason for a continual clutch noise has sometimes been traced to the owner's habit of driving with the weight of his foot on the pedal, or over-acceleration being the reason for a "fierce" clutch. How to correct driving faults is often a political, rather than a technical, matter, to be handled according to the type of person concerned.

A general condition report calls for a wide field of observation, and the tester must develop the habit of looking and listening for anything out of the ordinary in the type of car he is

By E. T. LAWSON HELME, A.M.A.E.T., A.M.I.M.I.

by Road Test

essential qualification for a good overcome by notetaking

testing. It is not so much a question of checking brakes, steering, acceleration and power, and the operation of accessories—although these come into the test.

Any rattle or other sound which should not be there, stiffness of controls, lack of response, vibration or drumming, and so on, is worth a note for investigation. One's nose can also be informative, as when driving with all windows closed to check for exhaust smell suggesting a leaking manifold or pipe line.

The stale oily smell from a hot engine observed inside the body should lead to investigation of crankcase breathers, and the state of pistons and cylinders. A blown exhaust gasket may only be noticeable when under load by the characteristic sound heard through the floor boards.

A test route should be chosen to include as many as possible of the road conditions likely to be met, and in some districts this may involve a considerable run—an open straight of perhaps two miles for speed tests, with a sharp hill, a patch of rough surface, and a circuitous section through busy thoroughfares to check steering and general handling. If a fixed route is followed its exact mileage will be known, and a test of speedometer accuracy, together with a reliable measure of average fuel consumption, is easier to achieve.

Variable performance

Normal performance of different cars varies to such an extent that some experience with the type of vehicle under test is essential to enable the tester to produce a useful report.

When the report is the basis of a work quotation, even of an approximate and preliminary nature, the information required is not whether the tester thinks certain jobs are necessary, but rather in what respect does the performance of the factors concerned fall short of normal for the type of car. Discernment of causes can be achieved by detailed examination in the workshop at the conclusion of the test, founded upon the facts given in the report.

AGENCY SALES.—The Brush mobile ice-cream and refreshment kiosk on a 10/14 chassis, seen on the left, was supplied by Reeve and Stedeford, Ltd., Berkley Street, Birmingham. The 25-cwt. Austin van on the right is one of a fleet supplied by Lex Garages, Ltd., Piccadilly Circus, London, the painting being by Manhire Chandler and Co., Ltd., Alperton.

Shop Acts Now Simplified

Legislation consolidated as from October 1st next

No Amendment yet

IN the House of Commons recently Mr. Chuter Ede said in reply to a question that he could not say when it would be practicable to introduce legislation to amend the Shops Acts.

It will be remembered that a Government Committee (the Gowers Committee) was appointed some four and a half years ago to inquire into and report upon shops legislation. This Committee issued an interim report 16 months later, and last year (April, 1949) a final report. An outline of the recommendations, which cover a wide field, has already appeared in our columns.

A fact not generally known is that no fewer than eight separate Acts of Parliament apply directly to the hours and conditions of shops. They are:—The Shops Act, 1912; Shops Act, 1913; Shops (Hours of Closing) Act, 1928; Shops Act, 1934; Shops Act, 1936; Shops (Sunday Trading Restriction) Act, 1936; Young Persons Employment Act, 1938 (Part II—Amendments Relating to Shops); and the Retail Meat Dealers' Shops (Sunday Closing) Act, 1936.

Although the recommendations of the Committee cannot be implemented yet awhile, one good result of their efforts is that a consolidating measure has now been introduced which "pulls together" the whole of the above unwieldy mass of enactments.

Made on July 28th last, this consolidating Act comes into operation on October 1st next. It merely re-enacts and greatly simplifies the law and raises no new matters.

Title of the new measure is "The Shops Act, 1950." Copies are obtainable from H.M. Stationery Office (and booksellers, etc.) price 1s. 6d.

Machining Free-Cutting Brass

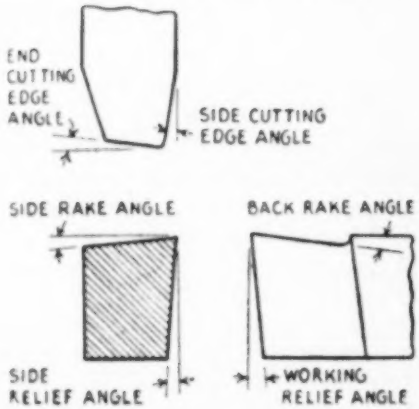
Outline of methods

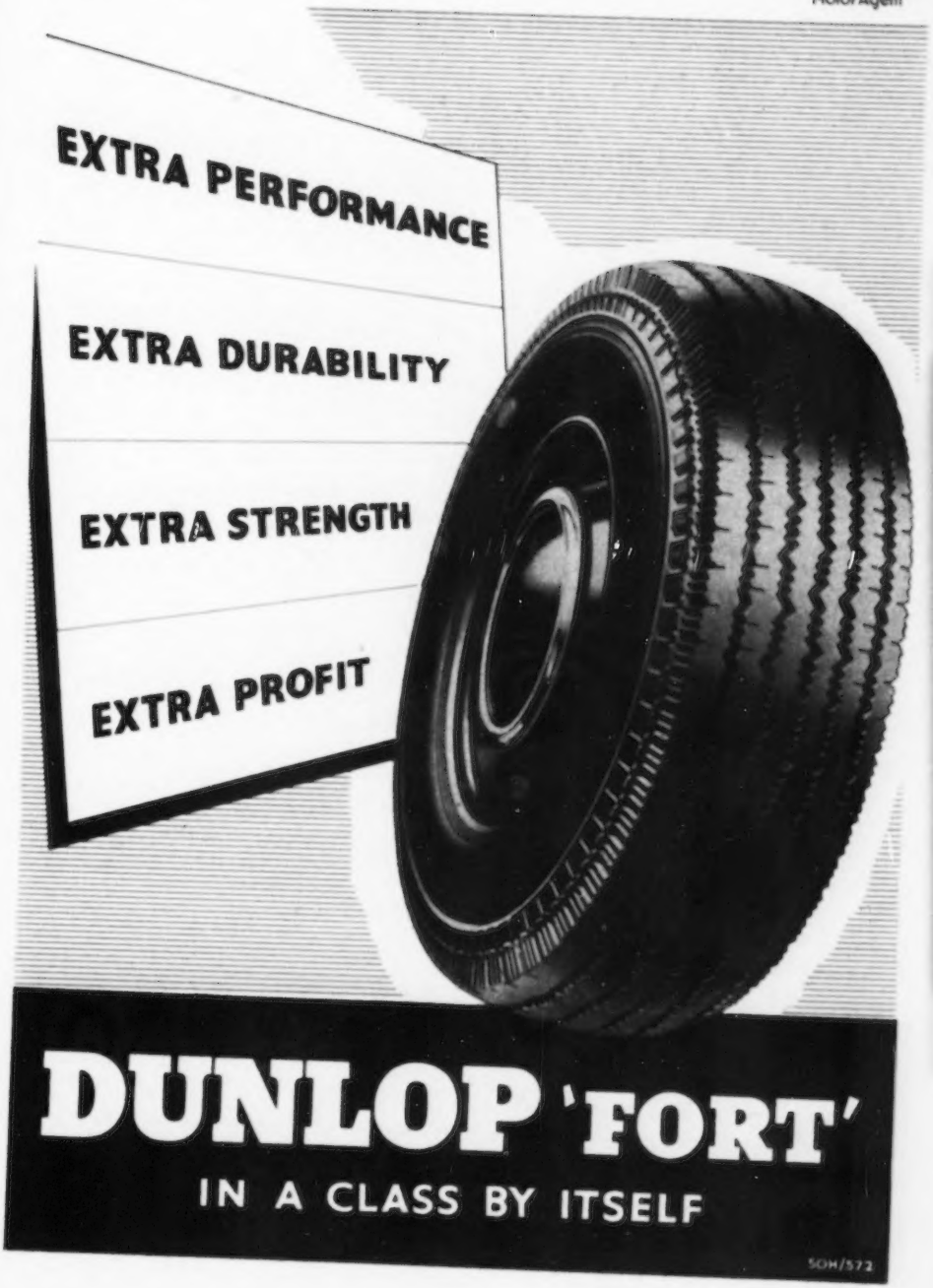
LIKELY to be of interest is an outline of methods of machining free-cutting brass rod, a material which is most commonly used for making screw machine items. Such an outline was given recently in the American "Automotive Industries," in an advertisement of the Bridgeport Brass Co.

This company said that their own Ledrite, containing 61 per cent. copper, 3.4 per cent. lead and the remainder zinc, has a machinability rating of 100, and that other copper-base alloys are compared to free-cutting brass rod for machinability rating.

Lead decreases ductility, thereby causing the chip to break up rapidly with a sharp reduction in heat-producing friction. These

TURNING TOOL NOMENCLATURE

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IN A CLASS BY itself
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DRILLING DATA

Clearance Angle	Drill Point Angle	Cutting Edge	Speed Feet Per Min.
12 deg.-15 deg.	118deg.	Flatten to 0 deg. Rake	200-500

REAMING DATA

Back Rake	Clearance	Land	Speed
0 deg.	6 deg.-8 deg.	5 deg.-10 deg.	100-200

TAPPING DATA

Rake	Chamfer	Coolant
2 deg.-4 deg.	10 deg.-15 deg. Two or Three Threads	Soluble Oil, Light Mineral Oil

characteristics permit higher speeds and the use of a lighter cutting compound.

Despite the greater speeds and longer life possible with tungsten carbine tools, high-speed tools give such satisfactory service on this alloy that they are used widely in screw machine plants. Intricate forming tools are thereby produced at lower original cost. This is helpful on short runs.

Normal turning speeds with high-speed tools for free-cutting rod are between 300-700 surface feet per minute with a roughing feed in the neighbourhood of 0.006 in. to 0.020 in. With carbide cutters, speeds up to 1,000 f.p.m. are attained with feeds of 0.005-0.025 in. The low ductility of the metal permits minimum rake and clearance angles on the tool which gives greater support to the cutting edge.

High speeds are also possible in drilling and tapping, which means that there is no necessity for reducing speeds for these operations, with the subsequent loss in output. Drills normally are flattened on the cutting edge to prevent hogging in by reducing the rake to zero. The rake angles on taps should also be held to a minimum.

For a coolant-lubricant, either a light mineral oil or soluble oil in the ratio of 25 parts water to 1 of oil is satisfactory. At high speeds, however, it is important that the stream or streams of cutting compounds do not splash off work and tools. Normally the outlets are fish-tailed to spread the coolant and also reduce the pressure at the nozzle.

Where considerable threading or tapping is involved, low mineral oils are generally used, although the soluble oil solution can be enriched by reducing the proportions of water to oil.

TURNING DATA

	Tool Grinding				Speeds and Feeds for Turning			Coolant
70-100 Machinability	Relief Angles Degrees Side	Relief Angles Degrees Working	Rake Angles Degrees Back	Rake Angles Degrees Side	Surface Speed Ft. per Min.	Roughing Feed	Finishing Feed	
HS Steel Tool	0-5	6	0	0-3	300-700	0.006-0.020	0.003-0.015	Light Mineral or Soluble Oil
Carbide Tipped Tool	4-6	4-6	0	2-6	500-1000	0.015-0.025	0.005-0.015	

National Traffic Census

First taken since 1933

FOR the first time since 1938 a national traffic census is being taken this week by the Ministry of Transport. It began last Monday and finishes to-morrow (August 20th).

Its purpose is to determine the growth and trend of modern traffic, and particularly the changes which may have occurred in the general traffic pattern since the end of the war.

Because of the need for economy and shortage of labour, it is a "pilot" census, being taken at 27 points as widely distributed as possible on trunk, class I and class II roads throughout England, Scotland and Wales.

In conjunction with local highway authorities, a 16-hour count is made each day between 6 a.m. and 10 p.m. All forms of private and commercial road traffic are being enumerated, except pedestrian, but no vehicle is stopped nor any details recorded other than the classification.

it takes 4 drivers

For an expert driver it can be tough being a passenger.

Back-seat-driving; when your foot comes down hard on the floor boards and you have to hold on to yourself not to sing out.

But here, thank goodness, is a car that's built to take a driver in every seat and keep him happy. You cannot help feeling the absolute *safety* of the car — its iron grip of the road, the masterful way it has with corners and the fine indifference with which it treats the hills.

Yes, here you sit in the back actually enjoying it. And suddenly you're surprised that you can stretch your legs — long though they are. And you can loll about as you like. There's such a lot of room.

Then you remember — what someone once told you — you get more body room because that hyper-efficient engine is so compact, so far forward. And so here you are gliding along ahead of the back axle with the torsion bar suspension soaking up the bumps and the clock showing a steady cruising 70.

You puff a cigarette and offer one to the other fellow. Hello! — he's watching the scenery. What a car this is — two back-seat-drivers not bothering to drive.

This car is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have it in your hands. Once tried, you'll say 'I'd rather go by Javelin!'

Top speed, electrically timed, 78 m.p.h. Acceleration 0-60 m.p.h. in 22.2 secs. ("*The Motor*" Road Test)

Horizontally opposed flat-four 50 B.H.P. engine.

Javelin Saloon : £595
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Javelin Saloon de luxe : £695
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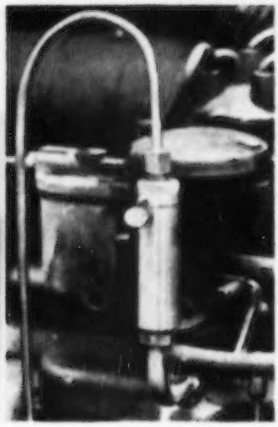
FOR THE GARAGE SHOWCASE



Upper Cylinder Lubricator

DANGEROUS period for cylinder wear is the first few minutes after the engine has been started from cold. During that period the cylinder bores are often practically unlubricated at their tops owing to the oil in the sump being cold and thus slow moving.

The Davies Topcyl automatic lubricator is designed to deliver a spray of oil into the cylinder head during this danger period. It consists of a thermostatically-operated valve connected to the inlet manifold below the carburetter and fed from the normal engine oil pressure system.

Oil pressure of the engine starting up from cold forces the oil through the lubricator valve and into the inlet manifold at the rate of 1/6th of an oz. per minute. When the engine reaches its normal running temperature after five minutes or so, a bi-metallic strip automatically cuts off this supply. The Topcyl lubricator, which is marketed by E.D.K. Products, Ltd., 322, High Holborn, London, W.C.1, retails at 45s., or £4 for the twin carburetter model.

Pure Wax Car Polish

CONSISTING of pure wax with a solution of volatile fluid which evaporates almost immediately when applied to the car, Lippy is a new car polish for which many advantages are claimed by the sole concessionaires, Rapid Services (London), Ltd., 260, Grays Inn Road, London, W.C.1.

When the volatile solution has evaporated, an even pure wax deposit is left ready for polishing. By using a clean, dry duster, it is claimed that this wax deposit will give a brilliant finish without a smear of any kind which lasts for two months or more.

The dusters do not cake or harden, and so can be used over and over again. Being pure wax, Lippy is impervious to water, and will not rain spot. The polish is shaken a little at a time on to a duster and gently applied to the surface, only a very small quantity being required to ensure a pure wax film on the car ready for immediate final polishing.

Intensive rubbing is not required when giving the final polish, for there is no grease or smears to remove, and the makers claim that a car can be hand polished with Lippy in half an hour, or spray polished in ten minutes.

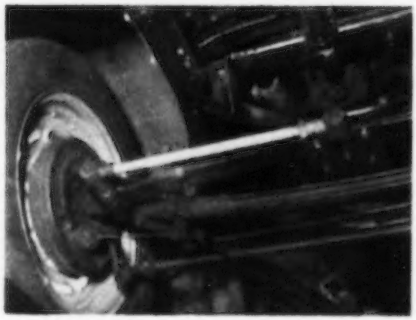
Lippy is supplied either in small sizes for resale or in gallon drums.

Transverse Stabilizer for Ford

DESIGNED to prevent the transverse springs fitted to Ford cars and trucks from moving sideways on their shackles when cornering, the Transverse Stabilizer is claimed greatly to improve road holding by eliminating side sway.

Made by Stabilizer Products, Ltd., Station Parade, Willesden Green, London, N.W.2, the Stabilizer consists of a rod which is fitted between the spring perch and the U bolts on either side of the vehicle.

Available for all Anglia, Prefect, Pilot and commercial models from 1933, the Transverse Stabilizer retails at prices ranging from £2 18s. 6d. each, including fitting.



GARAGE SERVICE EQUIPMENT

Cotter Gun

DESIGNED exclusively for replacing split valve cotters on the Morris 8 engine, where the valve springs and cups are only partially visible, the Harmans valve cotter gun is claimed to be the first tool to incorporate a means of positively placing the cotters at the right height on the valve stem and gripping them securely until the valve cup is finally in position.

Made by Harmans Engineering Co., Ltd., Yelland, Fremington, Barnstaple, North Devon, the cotter gun holds the cotters by spring pressure in raised holders, thus allowing ample room for a valve lifter. When the valve cup is in position, the locating slide of the gun is retracted, thus allowing the gun to drop down on to the tappet and be withdrawn.

The gun is made from high-grade steel with a finish of dull chromium plate. It is single-handed in operation, and can be used with most types of valve lifter.

For Removing Rust

A SPECIALLY compounded penetrating oil, Aero C disintegrates and dissolves rust by chemical action. It can be sprayed or brushed on, or small articles may be dipped in it and then allowed to drain.

Rusted joints, nuts and bolts should first be soaked with Aero C, which is made by Dex Industries, Ltd., Edwin Road, Twickenham, Middlesex, then a spanner should be applied to the part to be removed and the joint cracked by a tightening movement.

Aero C rust solvent is claimed to be free from acid or corrosive matter and may be safely used on all metal surfaces. It is supplied in 3oz. sample tins and in containers ranging from ½-pint to 5 gallons.

Protective Oil

METLGARD protective oil is produced for spraying or painting on metal parts after they have been derusted. It leaves a protective film which dries hard and does not smear when handled. Among its uses recommended by its makers, Dex Industries, Ltd., Edwin Road, Twickenham, Middlesex, is the protection of sparking plugs in store. They are simply dipped in Metigard and allowed to dry by draining, and are stated to require no degreasing before use.

Metigard is supplied in 3oz. sample tins, and in ½-pint, pint, quart, gallon and five-gallon containers. One gallon covers an area of 100 sq. ft.

Car Price Plates

A RANGE of car date and price plates in pressed aluminium has recently been introduced by Hills (Patents), Ltd., Hills House, Chenies Mews, Tottenham Court Road, London, W.C.1.

Made from 16 gauge embossed aluminium, the plates are enamelled black on cream, and stoved by an infra red process, which, it is claimed, enables the enamel to resist the deterioration due to oxydisation. Six standard types are available, of which Type 3 is illustrated here, and the plates may be obtained with either two rubber cups or two spring clips for fixing them to the vehicle.

Interchangeable loose digits and spaces are held in position by the Snaplok bar fitted to the back of each plate, which clamps them securely and yet enables them to be inserted and changed easily.

'This Particularly Vicious Vicious Circle'

J. Gibson Jarvie condemns Government policy in statement to U.D.T. shareholders

Chairman J. Gibson Jarvie's talks to shareholders of United Dominions Trust, Ltd., at his firm's annual general meetings, have become a yearly event to which the motor industry looks forward with pleasure, because he has the courage and ability to let fresh air into present-day economic problems. Below are extracts from the speech he made on Monday of this week, and we commend them for the serious attention of our readers:—

"Frustrated enterprise"

ON October 27th last year, in the House of Commons, the Lord President of the Council, making reference to our last year's accounts, reproached me for daring to claim that, although we had in fact earned an all-time record profit, "enterprise in Britain is stultified and frustrated at every turn by the policy and by the enactments of our present Government." He said that I was a little ungrateful.

Let me assure the Lord President that the all-time record of your group last year, and the all-time record this year, are not the result of any Government planning or directives or regulations. The Government have never subsidised or supported your company; on the contrary, by its policy it has consistently added materially to our difficulties and to those of our customers, the very enterprises on which the country relies for production and for our much needed exports. That we can make records in spite of these conditions is a tribute solely to private enterprise; to the team work within your companies; to our economical administration; and to the goodwill of our customers.

There can be no doubt that our figures would be even more impressive were the Government to refrain from indefensible meddling with business and the business men who, by results, have justified not only themselves but the capitalist system.

May I remind you, as Stockholders, and may I also remind the Government, that Great Britain and our Empire with all our accumulated wealth and strength and prestige were built on private enterprise under the capitalist system. **The guiding principles were maximum freedom and opportunities for all; unlimited incentives to all men who, given the capacity and the will, could build fortunes for themselves and inheritances for their families, so adding to the wealth of the community as a whole and making further opportunities for others.** But the unquestionable principle was recognised and upheld by legislators in both the great political parties of the past that **taxation must be limited to the irreducible minimum necessary for essential needs.**

Wealth from freedom

Individuals and companies were encouraged to earn and to save, thus creating the great reservoir of private capital from which finance for industry and commerce was freely available. Because of freedom of action and the attainable rewards, enterprising and courageous men and companies built our world-wide trade. Substantial profits, invested in the countries in which they were earned, resulted in that wealth of foreign investments which served us so well during the two world wars.

It was through our vast and increasing foreign trade, visible and invisible, that the City of London became the financial centre of the world; it was on the integrity of our merchants and bankers, our insurance companies and our shipowners that the prestige of London as the world's financial centre was built and maintained in such high degree.

During those glorious years of our com-

ONLY 3 K·L·G TYPES

needed for

Austin · Ford · Hillman
Morris · Standard

It's easier to fit K.L.G. sparking plugs as replacements. There's no complication when you've only three types for the five most popular makes of car. F.50, FE.50, M.50 . . . they're the plugs that make your job easier, and *much more profitable*, for there's no change in discount on K.L.G.

Send for this Replacement Guide No. K.271. It gives you complete details of which types to fit in most models of the five most popular makes of car.

SMITHS K·L·G SPARKING PLUGS

The plugs that are 100% British

SMITHS MOTOR ACCESSORIES LIMITED, CRICKLEWOOD WORKS, LONDON, N.W.2
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED

mercial and financial supremacy, men accepted full personal responsibility. Responsibility generally rested where it belonged, that is on the shoulders of the individuals comprising the State, governments only stepping in to help those who were unable to help themselves and to see that the rules of good conduct were well observed.

But the present Government have also done incalculable damage to our character as a people: many young persons are growing up ignorant of their country's history, ignorant of the meaning of freedom and opportunity, deadly opposed to personal responsibility and consumed by an intolerable and intolerant class arrogance.

The Government have destroyed tradition and the continuity of our lives as individuals. They are determined to eliminate the rich. They have declared they are out for a more "equal" distribution of income. That was stated by a Minister in the House of Commons no further back than June 22nd. **But, in claiming that they have "gone far to produce a much more equal distribution of income," there is no mention of equity.**

Passion for planning

To satisfy their passion for planning the lives of other people and on the assumption that Government servants and politicians are better able to control our industry and commerce than men trained in business, the Government have lost millions sterling by their experiments in nationalisation and in various Government commercial adventures, and they have added millions to our cost of production.

Nor can companies in face of heavy taxation build up reserves by savings for re-equipment or as a buffer against lean times. And without adequate reserves even normal expansion must be circumscribed; or companies must become less efficient as their plant becomes obsolescent; or they must raise their capital by further issues; or they must finance by borrowed money. But in the absence of savings the raising of capital or borrowing money must become progressively more difficult. **It is a particularly vicious, vicious circle.**

Institutional finance

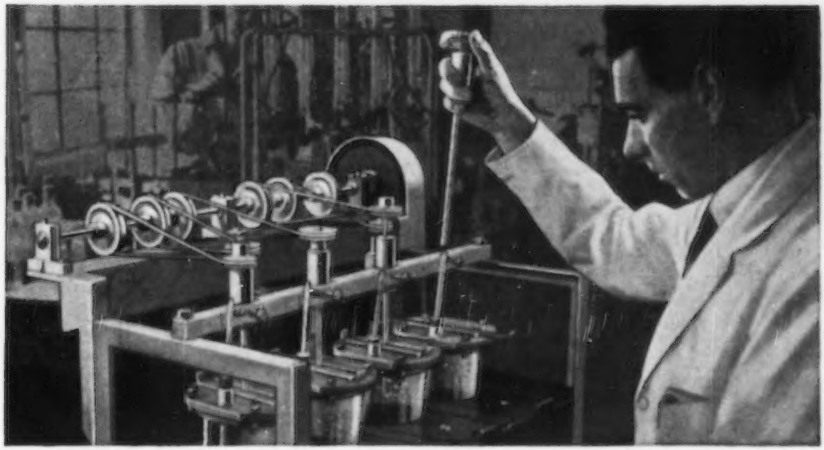
Having dammed and drained at their sources the savings from which risk-bearing enterprise was financed, the Government apparently propose to replace them by organising a series of finance institutions under Government auspices. Institutional finance is to replace finance from private sources and from enterprise. But in the absence of savings the taxable capacity of the country is reduced, so even institutional finance will dry up.

In any event, one would have thought that the experience of existing Government-sponsored and subsidised institutions—I ask you to examine their figures—as compared with the experience and results of similar companies under private enterprise (your company and its subsidiaries for example) would have been sufficient to restrain any intelligent Minister from advancing such a proposal.

When the war ended the Government's obvious duty—and their great opportunity—was to create the conditions under which

AGENCY SALES.—This Sentinal (left) with a 900 cu. ft. body on a 7/8-ton underfloor engined chassis for carrying quality plywood was supplied by H. S. Garages, Ilford. Director R. Burt (left) is handing over the vehicle, while F. A. Burden, the firm's c.v. representative, who negotiated the sale, is in the cab. The picture on the right is of one of Bonallack and Sons, Ltd., light alloy Luton type bodies built at the firm's London works on an A.E.C. Regal Mark III coach chassis.

Essolube is tested . . .



. . . under conditions far more rigorous than those encountered by your car

Constant research and exacting tests in the Esso laboratories have developed an outstanding fidelity of performance. That is why the leading motor manufacturers and garages recommend Essolube.

LEADING MOTOR MANUFACTURERS RECOMMEND ESSOLUBE

the oil for wiser drivers

ANGLO-AMERICAN OIL COMPANY LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1

we, as a nation, could replace the capital destroyed by the war; refill the depleted national treasure chest; re-establish our position as the world's bankers; rebuild our invisible exports; maintain our armed strength; and, generally, recover our old place as a world power. But it was not to be.

The present Government promised immediate demobilisation; high wages and short hours; and unlimited social services. They set out to kill capitalism—the only system which could have made their grandiose schemes even remotely possible. **They are still determined to kill private enterprise; they are out to punish by penal taxation those who may have inherited fortunes and those who may have been diligent enough to build fortunes in happier days.**

Must take stock

Alarming as the general economic situation is, it is now accentuated by the dread fact of a new war on our hands, localised for the moment but it may easily spread throughout the world. Faced with a vast new expenditure on armaments and the threat of heavy additions to the already overwhelming burden of taxes, I suggest that it is time for the Government and the nation as a whole to take stock in a spirit of realism.

I suggest, further, that before increasing taxes the nation's output should be speeded up by longer hours, by stopping all restrictive practices, by compelling all engaged in industry to understand that a fair wage demands a fair return. The incentives both of reward and of punishment should be allowed full play.

Government waste

The appalling waste in Government spending should be ruthlessly eliminated. The nation's productive manpower should be increased by cutting out the army of statisticians and form-filling bureaucrats who add nothing to our wealth and who are, in fact, a brake on production and efficiency. By this means much of the financial gap could be filled. And without an all-out effort from those for whom social services were primarily intended, social services will have to be cut.

If we are to escape a complete economic breakdown, the Government will have to take this kind of action sooner or later, and it were better it was done now. There was shocking waste in the last war—with men and women in uniform and out of uniform overlapping; the useless work of countless thousands resulting merely in hindrance; the waste of time by important and unimportant people in conferences which served no useful purpose and produced nothing of tangible value. Those behind the scenes knew all this—even those who were part of it.

Business advisers needed

The Government in its dealing with affairs which properly belong in the world of business must be advised by business men, but they must be strong men with balanced and independent minds, with experience — not accommodating — and they must seek and expect no reward from the politicians whom they serve. **Every unnecessary control, all unnecessary Government supervision should be cut to the bone.** Without the utmost economy in the use of manpower and the spending of money, in effort and energy, there can be no question that we face complete economic disaster. That, as I see it, is the blunt truth of the situation.

Finally, whatever some may say now, we must all eventually realise that the improving standard of living attained through the ages resulted not from the nationalisation of industries, nor from the actions or the acts of any government, but from the opportunities for fortune building which were to the hand of men of ability and ambition.

It was the wealthy men, the millionaires —the type of men who accumulated wealth by enterprise and genius—who inspired and created the higher standards of living through the centuries. That is a fact which is not generally recognised or is too apt to be forgotten. It is a fact which our present "masters" would probably deny, but denial will not alter the fact.

The Government should remember that many, if not most, big companies were, at one time, a one-man show; that as the enterprise grew it was helped by private individuals who with accumulated resources knowingly took risks. But the political ends of the Socialist Government demand that all this be destroyed.

"Monstrous suggestion"

And even now, although we are engaged in another war, a Minister recently stated that the cost would fall on the remnants of the well-to-do! He made the monstrous suggestion that in previous wars the well-to-do had not carried their fair share. **So, while at war with a foreign enemy, we are also apparently to have a continuance of the "class" war. At this most critical period**

INTERNATIONAL ALPINE TRIAL

SUNBEAM-TALBOT WINS AGAIN 1st & 2nd

(2 litre class)

(*Drivers: G. Murray-Frame & Norman Garrad*)

Also CHALLENGE CUPS

For Best Performance in 2-Litre Class

Stelvio Pass Climb, Timed Test on Autostrada, Monte Crocé Climb

1st

(2 litre class)

ACCELERATION & BRAKING TESTS

Subject to official confirmation

THE SUPREME SUNBEAM-TALBOT · A PRODUCT OF THE ROOTES GROUP

in our lives political and class hate still takes precedence over national unity.

Following last year's meeting, one of our Stockholders suggested that I was using this platform to make a political speech. I would ask you to remember that I and other business men consistently kept politics out of business until this Government consistently and persistently interfered in our affairs.

The time will come, I believe, when men who in their hearts and minds are opposed to present Government policy and beliefs but who refrain from active or expressed opposition will regret their failure to fight for our heritage and the freedoms which have been and are being taken from us. The day may, and I hope will, come when they are ashamed of their apathetic acceptance of Socialist regimentation and of their own supine acquiescence—or even connivance—in their own economic extinction. The time may come when it will be too late to fight.

RECENT AUCTION RESULTS

Selection of vehicles sold at the Aug. 3rd and 8th Measham sales.

ALVIS
17 saloon, 1937 ... £700
20 saloon, 1940 ... £450

ARMSTRONG SIDDELEY
17 saloon, 1937 ... £150
26 saloon, 1937 ... £232½

AUSTIN
7 saloon, 1938 ... £277½
8 saloon, 1946 ... £605
8 tourer, 1941 ... £197½
10 saloon, 1946 ... £592½
10 saloon, 1939 ... £375
10 saloon, 1939 ... £310
10 saloon, 1937 ... £250
10 saloon, 1937 ... £238½
10 saloon, 1932 ... £60
11 Devon saloon, 1949 ... £855
12 saloon, 1938 ... £315
12 saloon, 1938 ... £310
12 saloon, 1932 ... £61
16 saloon, 1937 ... £236
18 saloon, 1937 ... £225
18 saloon, 1935 ... £210

B.S.A.
8 saloon, 1937 ... £152½
10 coupe, 1938 ... £275
12 spts saloon, 1936 ... £167½

FORD
8 saloon, 1949 ... £550
8 saloon, 1938 ... £250
8 saloon, 1938 ... £185
8 saloon, 1938 ... £300
8 saloon, 1937 ... £168
8 saloon, 1937 ... £185
8 saloon, 1935 ... £132½
10 saloon, 1939 ... £230
10 saloon, 1939 ... £275
22 saloon, 1938 ... £201
30 saloon, 1936 ... £130

HILLMAN
10 saloon, 1949 ... £855
10 saloon, 1939 ... £390
10 saloon, 1936 ... £175
10 saloon, 1936 ... £186
10 saloon, ex-WD ... £317½
10 saloon, ex-WD ... £510
16 saloon, 1935 ... £72½

HUDSON
27 saloon, 1937 ... £457½

HUMBER
12 saloon, 1934 ... £117
16 spts saloon, 1938 ... £230
16 spts saloon, 1938 ... £247½

JAGUAR
2½-litre saloon, 1937 ... £365

LANCHESTER
14 saloon, 1938 ... £340

M.G.
8 tourer, 1931 ... £25
21 saloon, 1939 ... £435

MORRIS
8 saloon, 1938 ... £190
8 saloon, 1938 ... £225
8 saloon, 1938 ... £262
8 saloon, 1938 ... £247½
8 saloon, 1937 ... £200
8 saloon, 1935 ... £170
8 saloon, 1935 ... £160
10 saloon, 1937 ... £222½
12 saloon, 1939 ... £340
12 saloon, 1938 ... £310
12 saloon, 1938 ... £315
12 saloon, 1937 ... £200
16 saloon, 1937 ... £170
18 saloon, 1937 ... £137½
18 saloon, 1936 ... £50
18 saloon, 1930 ... £10
21 saloon, 1936 ... £125

PACKARD
30 saloon, 1938 ... £297½

RENAULT
8 saloon, 1949 ... £585

RILEY
9 saloon, 1936 ... £282½
2½-litre saloon, 1946 ... £835

ROVER
10 saloon, 1938 ... £360
10 saloon, 1935 ... £157
16 saloon, 1937 ... £280
17 saloon, 1938 ... £435

SINGER
9 saloon, 1939 ... £180
9 roadster, 1939 ... £340
9 saloon, 1936 ... £150
10 saloon, 1938 ... £206

STANDARD
8 tourer, 1948 ... £440
8 D.H.C., 1948 ... £507½
8 tourer, 1948 ... £455
8 saloon, 1946 ... £415
8 saloon, 1938 ... £200
10 saloon, 1937 ... £212½
10 saloon, 1934 ... £161
10 saloon, 1932 ... £45
12 D.H.C., 1939 ... £236
12 saloon, 1939 ... £270
12 saloon, 1938 ... £255
12 saloon, 1937 ... £230
12 saloon, 1936 ... £280
12 saloon, 1936 ... £240
14 saloon, 1948 ... £712½

SUNBEAM TALBOT
2-litre tourer, 1947 ... £680
2-litre saloon, 1949 ... £872½

S.S.
1½-litre saloon, 1936 ... £275

TRIUMPH
14 saloon, 1946 ... £800
14 saloon, 1938 ... £385

VAUXHALL
10 saloon, 1938 ... £370
10 saloon, 1938 ... £372½
10 saloon, 1938 ... £305
12 saloon, 1946 ... £505
14 saloon, 1939 ... £365
14 saloon, 1939 ... £422½
14 saloon, 1936 ... £197½
14 saloon, 1936 ... £180
20 cabriolet, 1935 ... £125

WOLSELEY
10 saloon, 1939 ... £300
10 saloon, 1937 ... £265
12 saloon, 1938 ... £500
12 saloon, 1935 ... £80
14 saloon, 1937 ... £175

COMMERCIAL VEHICLES

AUSTIN
12 van, 1938 ... £147½

BEDFORD
— 5-t truck, 1947 ... £257½
— Utility, 1939 ... £350
— swb truck, 1938 ... £85
— 30cwt truck, 1937 ... £190

BRADFORD JOWETT
8 Utility, 1949 ... £340
8 Utility, 1948 ... £397

COMMER
27 d/s truck, 1947 ... £275
27 4/5-t truck, 1943 ... £105
— tipper, 1937 ... £25

FORD
30 d/s lorry, 1949 ... £935

FORDSON
8 shooting brk, 1948 ... £330

LEYLAND
— coach, 1931 ... £40
— coach, 1930 ... £310
— coach, 1929 ... £37½

MORRIS
7 5cwt van, 1949 ... £368½
— van, 1938 ... £90
8 van, 1936 ... £40

MORRIS COMMERCIAL
12 10cwt van, 1937 ... £152½

STANDARD
12 van, 1947 ... £265

Bowlers dream
of a deadly spell
but the motorist
only dreams of SHELL

—and when the days of "Pool petrol only" are over, you will find once more that—you can be sure of Shell.

The Garage & Motor Agent Used-Car Market Report

DIGEST of prices quoted in trade and private advertisements of used cars FOR SALE appearing in current issues of public motoring journals and representative national and provincial newspapers. In each case the figure given is the nearest "popular" average, i.e., the MAJORITY, NOT the arithmetical average.

Prices in right-hand column, in £'s.

C—Coupe. F—4 or 5 seats. L—Limousine. T—2 or 3 seats. S—Saloon. U—Utility.

A.C.

36 C 16	340
48 S 2-litre	1115
49 S 2-litre	1350
49 U 2-litre	850

ALFA-ROMEO

32 T 1½-litre	395
35 F 2.3-litre	575

ALLARD

48 U 30 h.p.	700
48 C 30 h.p.	795
48 T 30 h.p.	860
48 S 30 h.p.	895
49 T 30 h.p.	983
49 F 30 h.p.	1095
49 S 30 h.p.	1110

ALVIS

34 C 12 h.p.	180
35 S 14 h.p.	295
36 S 14 h.p.	395
38 S 14 h.p.	550
47 S 14 h.p.	1005
48 C 14 h.p.	1050
48 S 14 h.p.	1115
49 S 14 h.p.	1200
34 S Sp. 20 h.p.	275
34 F Sp. 20 h.p.	300
35 F Sp. 20 h.p.	325
36 S Sp. 20 h.p.	370
37 S Sp. 25 h.p.	395
37 T Sp. 25 h.p.	420
37 C Sp. 25 h.p.	465
38 S Sp. 25 h.p.	585
39 T Sp. 25 h.p.	675
37 S 3.4-litre	575
39 S 4.3-litre	595
38 C 4.3-litre	675
39 S 4.3-litre	795

ARMSTRONG-SIDDELEY

36 S 14 h.p.	255
37 S 14 h.p.	310
38 S 14 h.p.	335
39 S 16 h.p.	395
46 C Hurricane	745
47 C Hurricane	850
47 S Typhoon	875
48 C Hurricane	920
48 S Typhoon	1137
48 S Lancaster	1172
49 S Lancaster	1250
49 S Typhoon	1295
49 C Hurricane	1375
35 S 17 h.p.	100
36 S 17 h.p.	250
36 C 17 h.p.	375
37 S 17 h.p.	545
38 S 17 h.p.	570
39 S 17 h.p.	645
39 L 17 h.p.	645
40 S 17 h.p.	675
40 L 17 h.p.	695
34 L 20 h.p.	215
34 S 20 h.p.	225
37 S 20 h.p.	450
37 S 25 h.p.	360
38 S 25 h.p.	570
39 S 25 h.p.	750

ASTON MARTIN

33 F 1½-litre	320
35 T 1½-litre	410
36 T 1½-litre	425
37 T 2-litre	500
38 S 2-litre	595
38 T 2-litre	595
39 T 2-litre	750

AUBURN

37 C 30 h.p.	360

AUSTIN

34 S 7 h.p.	95
34 T 7 h.p.	157
35 T 7 h.p.	175
36 S 7 h.p.	195
37 S 7 h.p.	205
38 T 7 h.p.	220
38 S 7 h.p.	265
38 C 7 h.p.	235
39 S 7 h.p.	297
39 S 8 h.p.	350
40 S 8 h.p.	360
41 S 8 h.p.	368
46 S 8 h.p.	515
47 S 8 h.p.	575
48 S 8 h.p.	585
34 S 10 h.p.	165
35 S 10 h.p.	205
36 S 10 h.p.	240
37 S 10 h.p.	255
38 S 10 h.p.	320
39 S 10 h.p.	375
39 C 10 h.p.	395
40 C 10 h.p.	395
40 S 10 h.p.	432
45 S 10 h.p.	500
46 S 10 h.p.	555
47 S 10 h.p.	677
48 S A.40	815
49 S A.40	870
34 S 12 h.p.	145
35 S 12 h.p.	235
36 S 12 h.p.	298
37 S 12 h.p.	330
38 S 12 h.p.	350
39 S 12 h.p.	399
46 S 12 h.p.	720
47 S 12 h.p.	780
36 S 14 h.p.	275
34 S 16 h.p.	150
35 S 16 h.p.	205
36 S 16 h.p.	225
37 S 16 h.p.	295
37 T 16 h.p.	225
38 S 16 h.p.	340
39 S 16 h.p.	375
46 S 16 h.p.	705
47 S 16 h.p.	976
48 S 16 h.p.	902
49 S 16 h.p.	972
49 S A.70	1155
35 S 18 h.p.	275
36 S 18 h.p.	310
37 S 18 h.p.	495
38 S 18 h.p.	729
39 S 18 h.p.	787
39 L 18 h.p.	850
35 S 20 h.p.	435
36 S 20 h.p.	675
37 S 20 h.p.	975
38 L 20 h.p.	1012
38 S 20 h.p.	1050
35 S 24 h.p.	350
36 S 24 h.p.	550
38 S 24 h.p.	785
48 S A.125	1525
49 S A.125	1650

BENTLEY

24 F 3-litre	165
25 T 3-litre	225
26 F 3-litre	294
28 F 3-litre	325
34 S 3½-litre	875
35 S 3½-litre	1096
36 S 3½-litre	1185
37 S 3½-litre	1270
37 C 3½-litre	1012
31 S 4-litre	250
36 S 4½-litre	1250
37 C 4½-litre	1480
37 S 4½-litre	1573
38 S 4½-litre	1875
39 C 4½-litre	2250
39 F 4½-litre	2750
47 S 4½-litre	4475
48 S 4½-litre	4750
28 C 4½-litre	425
29 S 4½-litre	130
36 S 6½-litre	750

B.M.W.

38 C 329	575

BOND

49 T 2 h.p.	250

BRISTOL

48 S 400	1715
49 S 400	1975

BRITISH SALMSON

38 S 13 h.p.	375
38 S 14 h.p.	400

BROUGH SUPERIOR

41 S 22 h.p.	595
36 C 29 h.p.	275

B.S.A.

34 C 9 h.p.	125
35 T 9 h.p.	150
36 S 10 h.p.	120
38 S 10 h.p.	195
39 T 10 h.p.	295

BUICK

35 S 28 h.p.	150
36 S 30 h.p.	280
37 S 30 h.p.	395
37 C 30 h.p.	425
38 S 31 h.p.	525
39 S 31 h.p.	900
36 S 38 h.p.	420
47 S Rdmstr	1595
48 S Rdmstr	2250

CADILLAC

39 S V8	1175
47 S 61	2150

CHEVROLET

37 S 30 h.p.	375

CHRYSLER

36 S 20 h.p.	475
37 S 24 h.p.	295
38 S 24 h.p.	500
47 S 24 h.p.	1450

CITROEN

36 S 12 h.p.	295
37 S 12 h.p.	340
38 S 12 h.p.	385
39 S 12 h.p.	395
38 S 15 h.p.	400
39 S 15 h.p.	495
46 S 15 h.p.	730
47 S 15 h.p.	825
48 S 15 h.p.	920
40 S 20 h.p.	875
40 S 23 h.p.	950

DAIMLER

34 S 15 h.p.	160
35 S 15 h.p.	190
36 S 15 h.p.	215
37 S 15 h.p.	245
38 S 15 h.p.	275
39 S 2½-litre	750
46 S 2½-litre	950
46 C 2½-litre	1150
48 S 2½-litre	1475
48 C 2½-litre	1495
38 S 20 h.p.	675
30 T 24 h.p.	750
38 S 25 h.p.	550
36 C 26 h.p.	395
47 S 27 h.p.	2975
37 S 3½-litre	775

DELAGE

35 C D6-65	325

DELAHAYE

35 C 3½-litre	730
46 C 24 h.p.	800

D.K.W.

38 S 7 h.p.	195
38 S 8 h.p.	325

DODGE

38 S 25 h.p.	500

FIAT

36 T 500	325
37 C 500	197
37 S 500	205
38 S 500	237
38 C 500	256
39 S 500	307
39 C 500	350
36 T 1100	265
38 S 1100	227
39 S 1100	465
40 C 1100	375
48 S 1100	650

Your deal, Austin dealer!

Austin advertising appears in newspapers and periodicals all over the country. Now we depend on you to carry on from there with your usual friendly contacts, willing service and excellent servicing that are so greatly appreciated by motorists—and by us.

AUSTIN—you can depend on it!

37 FACTORIES

ABERDEEN. Aberdeen Tyre Service Ltd., 47, Charlotte Street. Tel.: Aberdeen 25377.
ASHFORD. Martin Walter Ltd., Kennington, nr. Ashford, Kent. Tel.: Kennington 322.
BECKENHAM. Cox. & Co. (R. W.) Ltd., Clock House Station, Beckenham Road. Tel.: Beckenham 1146/7.
BELFAST. Harry Ferguson (Motors) Ltd., 31/35, Joy Street. Tel.: Belfast 25444.
BIRMINGHAM. Tyresoles Ltd., Victoria Works, Station Rd., Old Hill, Staffs. Tel.: Blackheath 1851/2.
BLACKPOOL. Thomas Motors Ltd., Whitegate Drive. Tel.: South Shore 41.61.
BOURNEMOUTH. Cox & Co. (R. W.) Ltd., 50, Poole Hill. Tel.: Bournemouth 3014.
BRIGHTON. Tyresoles Distributors (Brighton) Ltd., 73, Eastern Road. Tel.: Brighton 5733.
BRISTOL. Tyresoles Production (Bristol) Ltd., White Cross, Hallatrow. Tel.: Temple Cloud 309.
CARDIFF. Castle Garage (Cardiff) Ltd., Castle Street, Cardiff. Tel.: Cardiff 4476.
CARLISLE. Tyre Economy Ltd., Tyne Street (off London Road). Tel.: Carlisle 2622.
CHESTERFIELD. Kennings Ltd., Brimington Road. Tel.: Chesterfield 3377.
DONCASTER. Kennings Ltd., High Street, Bentley, nr. Doncaster. Tel.: Doncaster 54292.
DUNDEE. Tyre Economy Ltd., 51, Cowgate. Tel.: Dundeee 2127/8.
EDINBURGH. Tyre Economy Ltd., 95, Broughton Road. Tel.: Central 3177.
EPPING. C. H. Denning (Tyres) Ltd., Lindsey Street. Tel.: Epping 2259.
GLASGOW. Tyre Economy Ltd., 1531/7, Paisley Road West. Tel.: Halfway 1634.
GODALMING. Dutfield Motors Ltd., Portsmouth Road. Tel.: Godalming 1014/5.
GRANTHAM. North Road Tyresoles (Services) Ltd., Great Ponton. Tel.: Great Ponton 251/2.
GRAYS. Grays Tyresoles Works, London Road, North Stifford. Tel.: Tilbury 891.
HULL. K.P. Tyre Services Ltd., Paragon Buildings, Boothferry Road. Tel.: Hull 32350.
IPSWICH. Bussey & Sabberton Bros. Ltd., 4/8, St. Nicholas Street. Tel.: 4110.
LEEDS. Tyresoles Depot (Leeds) Ltd., Ellerby Lane. Tel.: Leeds 29231/2.
LIVERPOOL. Sandon Motor & Engineering Co., Ltd., Tabley Street, 1. Tel.: Royal 3027.
LONDON. Tyresoles Ltd., Palace of Engineering, Wembley. Tel.: Wembley 1222 (10 lines).
LYDNEY. Watts (Factors) Ltd., Lydney Industrial Estate. Tel.: Lydney 208.
MANCHESTER. Tyresoles Ltd., Buckingham Road, Heaton Moor. Tel.: Heaton Moor 3222.
NEATH. Watts (Factors) Ltd., Neath Abbey. Tel.: Skewen 2181.
NEWCASTLE. Gales Motor & Engineering Co. Ltd., Railway Street. Tel.: Newcastle 35010.
NEWTON ABBOT. Newton-Service (Devon) Ltd., Bradley Lane. Tel.: Newton Abbot 223.
NORWICH. Bussey & Sabberton Bros., Ltd., 39, Palace Street. Tel.: Norwich 24144.
NOTTINGHAM. J. H. Booth (Tyresoles), Ltd., 457/463, Alfreton Rd. Tel.: Nottingham 77871/2.
SHEFFIELD. Kennings Ltd., Brown Street. Tel.: Sheffield 26451.
STOKE-ON-TRENT. The Harris Motor Co., Ltd., Waterloo Road, Burslem. Tel.: Stoke-on-Trent 84215/6.
SWINDON. Hill's Tyre Services Ltd., Kingshill. Tel.: Swindon 2211.
WELLINGBOROUGH. Tyresoles Services (E.M.) Ltd., Sheep Street. Tel.: Wellingborough 2211 (4 lines).
WEST HARTLEPOOL. Gales Motor & Engineering Co. Ltd., 128/130, York Road. Tel.: Hartlepools 2136 (2 lines).

TYRESOLES

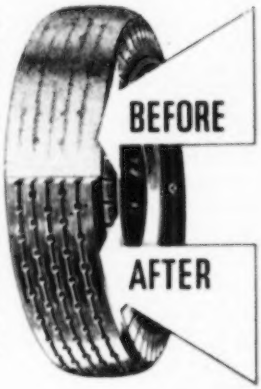
ON-THE-SPOT SERVICE

more important now than ever!

The abolition of petrol rationing makes speedy and efficient tyre reconditioning a more important sales factor than ever. Car owners appreciate the outstanding local factory service offered by the "TYRESOLES" organization, this—

Rapid Local Service

by 37 "TYRESOLES" factories ensures quick and efficient return of your CUSTOMERS' OWN TYRES. Remember too that "TYRESOLES" is the proved process of tyre reconditioning. The finest materials, trustworthy craftmanship and a unique process together create a product that makes satisfied customers.



ASSURED MARGIN OF PROFIT Do not forget that the increased saving offered by "TYRESOLES" is a definite sales aid and gives you, the trader, an ASSURED MARGIN OF PROFIT.

TYRESOLES

REGISTERED TRADE MARK

TYRESOLES LIMITED · WEMBLEY · MIDDX.

Telephone WEMbley 1222 (10 lines)

"The G. & M.A." Used-Car Market Report—(*continued*).

FORD

34 S 8 h.p.	185
35 S 8 h.p.	195
36 S 8 h.p.	210
37 S 8 h.p.	245
38 S 8 h.p.	264
39 S 8 h.p.	346
40 S 8 h.p.	350
46 S Anglia	432
47 S Anglia	466
48 S Anglia	495
49 S Anglia	585
35 S 10 h.p.	225
37 S 10 h.p.	259
38 S 10 h.p.	298
38 T 10 h.p.	275
39 S Prefect	350
39 F Prefect	410
40 S Prefect	372
46 S Prefect	530
47 S Prefect	566
48 S Prefect	625
49 S Prefect	708
39 S 22 h.p.	387
36 C 30 h.p.	265
37 U 30 h.p.	260
47 S Pilot	895
48 S Pilot	947
49 S Pilot	985

FRAZER NASH

35 T 35	400
36 T 2-litre	395

FRAZER NASH—B.M.W.

35 F 45	325
37 S 45	350
38 C 45	385
36 T 55	395
37 C 55	400
39 F 326	750

GRAHAM

38 S 26 h.p.	190

HANSA

38 C 16 h.p.	210

HEALEY

47 T 2.4-litre	850
47 S 2.4-litre	895
48 T 2.4-litre	975
48 C 2.4-litre	1095
49 T 2.4-litre	1225

HILLMAN

36 S 10 h.p.	200
37 S 10 h.p.	295
38 S 10 h.p.	325
38 C 10 h.p.	322
39 S 10 h.p.	363
40 C 10 h.p.	410
45 S 10 h.p.	515
46 S 10 h.p.	546
47 C 10 h.p.	635
47 S 10 h.p.	663
48 C 10 h.p.	782
48 S 10 h.p.	726
49 C 10 h.p.	795
49 S 10 h.p.	856

H.R.G.

47 T 1½-litre	795
49 T 1½-litre	950

HUDSON

37 C 16 h.p.	255
34 S 17 h.p.	375
39 S 17 h.p.	492
40 S 17 h.p.	525
35 C 22 h.p.	185
38 S 22 h.p.	375
35 C 29 h.p.	200

HUMBER

47 S Hawk	785
48 S Hawk	1060
49 S Hawk	1345
34 S 16 h.p.	200
48 S Snipe	1185
35 F Snipe	200
40 S Imperial	550
39 S S.Snipe	495
46 S S.Snipe	800
48 S S.Snipe	1175
49 S S.Snipe	1550
32 L Pullman	165
47 L Pullman	1095
49 L Pullman	1695

JAGUAR

36 S 12 h.p.	159
37 S 1½-litre	345
38 S 1½-litre	395
39 F 1½-litre	535
39 S 1½-litre	545
46 S 1½-litre	810
47 S 1½-litre	925
48 S 1½-litre	975
49 S 1½-litre	1225
35 S 16 h.p.	195
36 S 2½-litre	347
37 S 2½-litre	398
37 T 2½-litre	458
38 S 2½-litre	485
39 S 2½-litre	510
46 S 2½-litre	810
47 S 2½-litre	865
48 S 2½-litre	1175
49 S Mark V	1700
38 S 3½-litre	495
39 S 3½-litre	525
40 S 3½-litre	595
46 S 3½-litre	937
47 S 3½-litre	970
48 S 3½-litre	1260
49 S 3½-litre	1735

JEEP

47 Jeep	175

JOWETT

35 S 8 h.p.	165
39 S 8 h.p.	345
36 S 10 h.p.	185
38 S 10 h.p.	335

JOWETT JAVELIN

49 S 1½-litre	840
49 S 1½-litre	960

LAGONDA

34 C 10 h.p.	180
35 C 10 h.p.	265
29 S 2-litre	120
32 F 2-litre	325
31 T 3-litre	245
33 S 3-litre	350
34 S 4½-litre	295
35 S 4½-litre	355
37 S 4½-litre	750

LANCHESTER

36 S 10 h.p.	225
47 S 10 h.p.	840
36 S 11 h.p.	250
37 S 11 h.p.	345
38 S 11 h.p.	450
37 S 14 h.p.	325
38 S 14 h.p.	375
39 S 14 h.p.	425

LANCIA

35 S Augusta	325
37 S Aprilia	415
38 S Aprilia	495

LEA-FRANCIS

46 S 14 h.p.	700
47 S 14 h.p.	910
48 S 14 h.p.	950
49 S 14 h.p.	1330

LINCOLN

46 S 40	1850

MERCEDES-BENZ

38 T 1½ h.p.	495
39 T 14 h.p.	675
38 S 20 h.p.	495
39 F 38 h.p.	1275

MORGAN

37 T 4/4	310
38 T 4/4	350
39 T 4/4	375
48 C 4/4	600

M.G.

33 T Midget J	175
34 T Midget J2	195
35 T Midget P	250
36 T Midget P	260
38 T Midget TA	325
39 T Midget TA	390
47 T Midget TC	585
48 T Midget TC	642
49 T Midget TC	725
35 S Magnette	255
35 T Magnette	235
35 F Magnette	195
46 S 1½-litre	895
49 S 1½-litre	910
35 F 1½-litre	450
38 S 1½-litre	525
40 S 1½-litre	400
37 S 2-litre	360
39 S 2-litre	450
39 C 2-litre	525
39 S 2.6-litre	575

MORRIS

36 T 8 h.p.	175
35 S 8 h.p.	190
37 S 8 h.p.	196
38 T 8 h.p.	267
38 S 8 h.p.	286
39 S 8 h.p.	370
39 T 8 h.p.	385
40 S 8 h.p.	385
46 S 8 h.p.	495
47 S 8 h.p.	555
48 S 8 h.p.	625
49 S Minor	725
34 T 10 h.p.	150
35 S 10 h.p.	169
36 S 10 h.p.	201
37 S 10 h.p.	285
38 S 10 h.p.	355
39 S 10 h.p.	390
40 S 10 h.p.	425
46 S 10 h.p.	565
47 S 10 h.p.	635
48 S 10 h.p.	725
35 S 12 h.p.	115
36 S 12 h.p.	150
37 S 12 h.p.	294
38 S 12 h.p.	355
39 S 12 h.p.	382
37 S 14 h.p.	225
38 S 14 h.p.	340
49 S Oxford	995
35 S 25 h.p.	265

NASH

46 S 23 h.p.	1275

OLDSMOBILE

36 S 6-cyl.	325
47 S 8-cyl.	1575

OPEL

37 S 12 h.p.	225
39 S 12 h.p.	265
37 C 24 h.p.	195

PACKARD

36 C 26 h.p.	250
36 S 27 h.p.	275
38 S 30 h.p.	575
39 S 30 h.p.	725
36 S 33 h.p.	425
37 S 33 h.p.	425
38 C 33 h.p.	450
38 S 33 h.p.	525
37 S 34 h.p.	799
47 S Clipper	1800

PONTIAC

37 C 29 h.p.	280

RAILTON

39 S 22 h.p.	595
36 T 28 h.p.	195
36 S 28 h.p.	225
37 S 28 h.p.	475
38 F 28 h.p.	550

RENAULT

49 S 8 h.p.	645
39 S 9 h.p.	285
37 S 12 h.p.	285
39 S 12 h.p.	350
40 S 12 h.p.	365
37 S 18 h.p.	295

RILEY

34 T 9 h.p.	425
34 S 9 h.p.	185
35 F 9 h.p.	295
37 S 9 h.p.	370
34 S 12 h.p.	225
35 S 12 h.p.	257
36 S 12 h.p.	265
37 S 12 h.p.	300
38 S 12 h.p.	396
38 T 12 h.p.	495
46 S 1½-litre	887
47 S 1½-litre	935
48 S 1½-litre	1135
49 S 1½-litre	1195
35 S 14 h.p.	260
46 S 2½-litre	925
47 S 2½-litre	1135
48 S 2½-litre	1187
49 S 2½-litre	1452

ROLLS-ROYCE

24 C 20	165
25 C 20	190
26 S 20	200
27 L 20	275
29 L 20	340
29 S 20	425
33 S 20/25	895
34 F 20/25	1375
34 S 20/25	875
35 L 20/25	990
36 S 25/30	1650
37 S 25/30	1775
37 L 25/30	1750
38 S 25/30	2100
39 S Wraith	2850
48 S S. Wraith	4250
29 L Ph. I	340
33 S Ph. II	750
34 S Ph. II	875
34 C Ph. II	625
37 S Ph. III	2000
37 L Ph. III	1150
38 S Ph. III	2150
38 L Ph. III	2450

ROVER

34 S 10 h.p.	198
35 S 10 h.p.	270
36 S 10 h.p.	290
37 S 10 h.p.	315
38 S 10 h.p.	402
39 S 10 h.p.	565
40 S 10 h.p.	585
46 S 10 h.p.	895
47 S 10 h.p.	965
34 S 12 h.p.	195
35 S 12 h.p.	245
36 S 12 h.p.	325
37 S 12 h.p.	435
38 S 12 h.p.	473
39 S 12 h.p.	595
46 S 12 h.p.	875
47 S 12 h.p.	995
48 S 12 h.p.	1095
48 S 60	1292
49 S 60	1412
34 S 14 h.p.	185
35 S 14 h.p.	250
36 S 14 h.p.	315
37 S 14 h.p.	425
38 S 14 h.p.	525
39 S 14 h.p.	620
46 S 14 h.p.	997
47 S 14 h.p.	1175
37 S 16 h.p.	565
38 S 16 h.p.	596
39 S 16 h.p.	672
39 C 16 h.p.	695
41 S 16 h.p.	725
46 S 16 h.p.	1065
47 S 16 h.p.	1230
48 S 75	1475
49 S 75	1550

S.S.

36 S 12	159

SINGER

34 T 9 h.p.	225
35 T 9 h.p.	255
36 T 9 h.p.	295
37 S 9 h.p.	275
38 F 9 h.p.	310
46 F 9 h.p.	475
47 F 9 h.p.	560
48 F 9 h.p.	660
46 S 10 h.p.	495

"The G. & M.A." Used-Car Market Report—(*continued*).

47 S 10 h.p.	625
48 S 10 h.p.	790
37 S 12 h.p.	265
34 T 1½-litre	225
36 T 1½-litre	310

STANDARD

39 C 8 h.p.	310
39 S 8 h.p.	330
40 F 8 h.p.	355
45 S 8 h.p.	402
46 T 8 h.p.	395
46 S 8 h.p.	410
47 C 8 h.p.	497
47 S 8 h.p.	502
48 T 8 h.p.	470
48 C 8 h.p.	512
48 S 8 h.p.	530
34 S 9 h.p.	125
35 S 9 h.p.	127
36 S 9 h.p.	197
37 S 9 h.p.	245
38 S 9 h.p.	315
39 S 9 h.p.	325
34 S 10 h.p.	110
36 S 10 h.p.	195
37 S 10 h.p.	270
38 S 10 h.p.	283
39 S 10 h.p	300
34 T 12 h.p.	205
35 S 12 h.p.	245
36 C 12 h.p.	255
37 S 12 h.p.	275
38 S 12 h.p.	335
39 S 12 h.p.	482
39 C 12 h.p.	461
46 S 12 h.p.	610
47 C 12 h.p.	650
47 S 12 h.p.	695
48 S 12 h.p.	795
48 C 12 h.p.	825
46 S 14 h.p.	615
47 S 14 h.p.	668
48 S 14 h.p.	691
49 S 14 h.p.	725
36 S 16 h.p.	300
49 S Vanguard	965
37 S 20 h.p.	325

STUDEBAKER

48 S 20 h.p.	1800
47 S 22 h.p.	1295
36 S 25 h.p.	140
36 S 26 h.p.	217
37 F 26 h.p.	325
38 S 26 h.p.	395
41 S 26 h.p.	617
37 S 30 h.p.	120

SUNBEAM TALBOT

38 S 10 h.p.	395
39 S 10 h.p.	585
40 T 10 h.p.	600
47 T 10 h.p.	698
47 S 10 h.p.	800
48 S 10 h.p.	847
49 S 80	1172
49 S 2-litre	845
47 S 2-litre	965
47 T 2-litre	925
48 S 2-litre	975
49 S 90	1255
49 S 4-litre	695

TALBOT

37 S 10 h.p.	325
38 S 10 h.p.	345
36 C 14 h.p.	175
36 S 21 h.p.	225
36 S 105	595
36 T 110	715
38 S 3-litre	409
37 S 3½-litre	400

TRIUMPH

36 S 10.8 h.p.	245
39 S 1½-litre	425
37 S 14/60	350
38 S 14/60	395
39 S 14 h.p.	450
47 S 1800	900
47 T Roadster	785
48 S 1800	1125
48 T Roadster	915
36 S 16 h.p.	215
37 S 16 h.p.	275
49 S Renown	1245
49 T 2000	1100

VAUXHALL

38 S 10 h.p.	385
39 S 10 h.p.	375
39 C 10 h.p.	395
40 S 10 h.p.	412
47 S 10 h.p.	645
39 S 12 h.p.	455
46 S 12 h.p.	572
47 S 12 h.p.	630
48 S 12 h.p.	750
48 S Wyvern	830
49 S Wyvern	875
34 S 14 h.p.	145
35 S 14 h.p.	195
36 S 14 h.p.	265
37 S 14 h.p.	292
38 S 14 h.p.	370
39 S 14 h.p.	467
46 S 14 h.p.	650
47 S 14 h.p.	720
48 S 14 h.p.	800
48 S Velox	935
49 S Velox	960
35 S 20 h.p.	140

WOLSELEY

47 S 8 h.p.	610
48 S 8 h.p.	950
35 S 9 h.p.	175
40 S 10 h.p.	440
47 S 10 h.p.	610
48 S 10 h.p.	765
35 S 12 h.p.	195
36 S 12 h.p.	275
37 S 12 h.p.	322
38 S 12 h.p.	375
40 S 12 h.p	410
46 S 12 h.p.	700
47 S 12 h.p.	820
36 S 14 h.p.	272
37 S 14 h.p.	295
38 S 14 h.p.	422
39 S 14 h.p.	455
46 S 14 h.p.	758
47 S 14 h.p.	817
49 S 4/50	1140
37 S 18 h.p.	492
38 S 18 h.p.	572
39 S 18 h.p.	585
47 S 18 h.p.	815
48 S 18 h.p.	963
49 S 6/80	1292
36 S 25 h.p.	340
37 S 25 h.p.	425

False Road Economy

Authority's "penny-wise hand"

"AT this time of year, when road construction and repair operations are taking place, we see many examples of false economy. Though it is essential that the strictest supervision should be exercised over public expenditure, there are times when wise spending shows an immediate and permanent return in resultant economies. In such cases a cheeseparing policy is rank folly."

So say the British Road Federation in the August issue of their "Monthly Bulletin." They continue:—

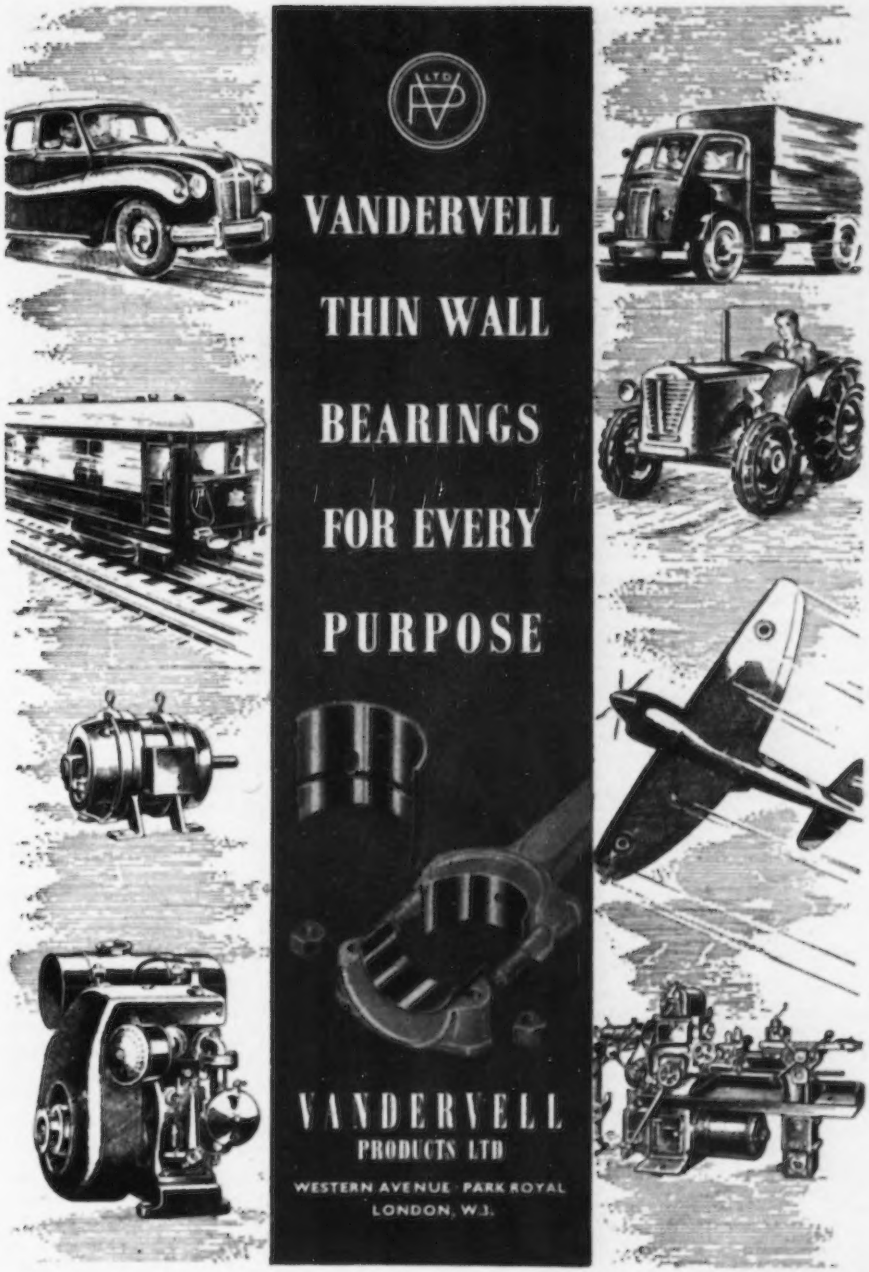
"Colonel G. T. Bennett, the county surveyor of Buckinghamshire, recently told the Institution of Municipal Engineers of a choice that had to be made in the alignment of a prospective new road. The small extra expenditure entailed by following a more direct route would have been justified by a valuable economy in motor vehicle running costs. However, a policy of an immediate cash saving on construction was followed and long-term efficiency will accordingly suffer.

"In one of London's busiest streets the pavement fronting a bomb-site projects into the carriageway, causing a bottleneck which dislocates traffic. If the pavement were moved back to-day, the highway authority would have to bear the cost. By waiting until a new building is erected, some of that cost will be met by the property owner. So authority stays its penny-wise hand—the bottleneck remains—traffic piles up—and the cost to the public mounts.

"The Minister of Transport, recently questioned about the timing of road repairs, listed many 'difficulties' which he said prevented these operations being carried on throughout the night and at week-ends. It was pointed out that the extra expenditure involved was less than the money wasted through congestion and delay of traffic.

"The recent increase of 9d. a gallon in the petrol duty adds quite enough to the cost of transport even when fuel is used economically. The war against waste of fuel by unnecessary delay must now be waged even more fiercely.

"The Chancellor of the Exchequer estimated that the increased duty would produce £73,000,000 in a full year. Dare we hope that some of this extra revenue will be available for road improvement which will cut out congestion, delay and waste?"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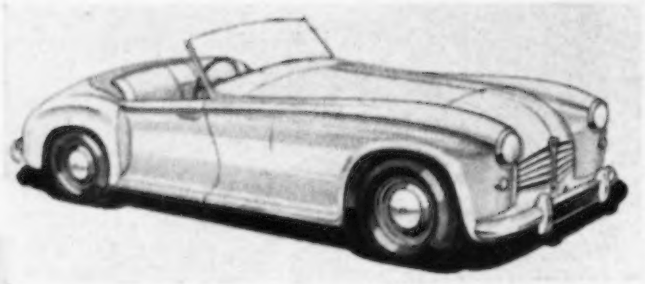
Smee's V69



In spite of the long bonnet of the new Marauder, visibility from the driving seat is excellent. Two hinged panels in the top of the bonnet give access to the engine.

★

For Fast Touring

New 90 m.p.h. Marauder has Rover engine and suspension in special chassis

8ft. 6ins. wheelbase

ANYONE who has driven the latest Rover 75 saloon must have been greatly impressed by three of its features, namely, the power, economy and flexibility of its six-cylinder engine and the magnificent road holding provided by its relatively soft suspension system.

These two features have now been put to good use in a new sports car called the Marauder, which employs the Rover engine and suspension system in a new chassis frame having a wheelbase of only 8 ft. 6 ins. instead of the 9 ft. 3 ins. of the normal saloon, and fitted with an attractive three-seater roadster body.

Sponsors of the new car are Wilks, Mackie and Co., Ltd., of Dorridge, Birmingham, a company entirely separate from the Rover Co., although its directors include Peter Wilks, nephew of Rover Managing Director S. B. Wilks, George Mackie who represented the Rover Co. on the continent after the war, and Spencer King, who has played a not inconsiderable part in the development of the Rover gas turbine car.

Little alteration has been made to the Rover 75 engine, which it will be recalled is a six-cylinder 2,103 c.c. unit with overhead inlet and side exhaust valves. By raising the compression ratio to 7.6 to 1, modifying the valve gear to prevent valve surge, and minor alterations to the induction and exhaust systems, the power output has been increased to 80 b.h.p. at 4,200 r.p.m.

The standard Rover gearbox is employed, but instead of the free wheel fitted at the rear of the box, a most interesting new overdrive is incorporated which allows a cruising speed of 80 m.p.h. at 3,100 r.p.m. As both the overdrive and the free wheel fit into the same casing, the car can be obtained with whichever suits the owner best.

Instead of a steering column control, the gearbox is operated by a short remote control lever projecting from the floor and offset towards the driver, thus enabling three people to be carried on the bench-type front seat.

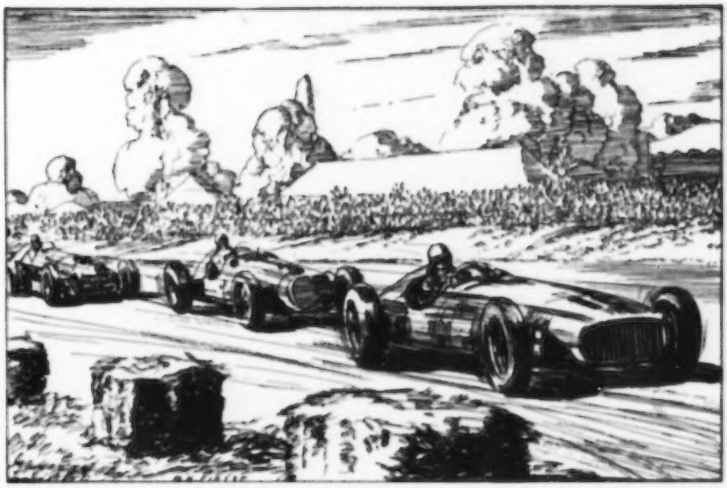
The engine is set somewhat farther back in the sturdy box section frame than in the saloon, in order to bring more weight over the rear wheels, the weight distribution now being about 50-50 between the front and rear axles.

Basically designed round certain standard Rover pressings, the striking body is built by Richard Mead, of Dorridge, and the first ten cars are being assembled in works adjacent to the coachbuilding shops. These ten cars will all be sold in this country, and will constitute the entire production for this year. Next year, however, it is hoped to increase production to at least one car a week.

Price of the Marauder is £950 plus purchase tax.

J. Payen, Ltd., 228, Berwick Avenue, Slough, Bucks, have appointed **E. Knox Evans** as their representative for the South and South-West counties of England. He replaces **J. V. Riseley**, who previously represented the company in this area.

With an eye to the future



B.R.D.C. Race Meeting. Silverstone · August 26th.

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by LFJ

Latest history book

IN "Britain's Motor Industry," H. G. Castle has compiled an historical work of very high value. The book has just been published by Clerke and Cockeran at the price of 21s. It runs to 256 large pages of text and illustrations, the latter including 30 colour plates as well as half-tones. The author's father, I learn, was associated with such pioneers as Simms, Edge, Maudslay and Austin, and it is evident that he himself was brought up in the atmosphere of our trade. Additionally, he had the assistance of Lieut.-Col. McLagen, formerly of the S.M.M.T., in the capacity of consulting editor. The result is a volume that can confidently be recommended to every reader.

What the past teaches

THERE are more ways than one of producing a study of this nature. Mr. Castle has chosen to concern himself primarily with the industry as a whole rather than the detailed activities of individual firms. There is a good deal to be said for the method, and he tells not only the story of the mechanical and commercial development of the automobile but how it was influenced at various times by changes in legislation. He devotes due attention to racing and record-breaking; at what is perhaps the other extreme, many pages are occupied with accounts of the industry's suppliers, including the makers of tyres, and fittings and accessories of all kinds. Readers are also told how motor shows started, and of the beginnings of the trade's organisations. Thus the picture is thoroughly comprehensive. The author has been careful about providing the background, which it is so necessary for the student to visualise. He is adequately informative about the prehistoric period, when the steam-driven vehicle was vainly fighting for a place on the road, and traces with admirable clarity the building-up of the intolerable situation that only ended with the passing of the Emancipation Act of 1896. Those early chapters have indeed a particular and most practical value. They explain how the birth of an industry was delayed, vastly to the national detriment, solely through the shortsighted prejudice of both Parliament and people. Also, they show the part played by publicity in bringing about the reform.

Allocation of credit

ANY historian stands up to be shot at. He has to deal with points about which there are bound to be differences of opinion. In a work of this scope there are likely to be omissions that some will consider unfortunate, and occasional mistakes of fact are only to be expected. To criticise would be easy, but I have never considered pin-pricking to be one of a reviewer's main duties. Even so, I feel bound to disagree with the description of Benz's original vehicle as "the world's first petrol-driven car." The machine was a form of tricycle. I see no objection to classing it as a car for this particular purpose, but it was constructed in 1885. In the previous year, however, Edward Butler, of Erith, had taken out his patents for a petrol-engined three-wheeler, and had, moreover, exhibited his drawings. He built it shortly afterwards and commercial production was planned. The venture put the Englishman definitely first in the field.

The MOTOR TRADE PARLIAMENT

In which Readers Express their Views

Communications intended for the Motor Trade Parliament should be addressed to The Speaker, "The Garage and Motor Agent," 62, Doughty Street, London, W.C.1.

Service For Cycle Motors

SIR,—Judging from the publicity given it, Mr. Edwards' encounter with me (see page 1266, August 12th issue) would be a fit subject for a Bateman drawing of "The Garage-man who answered back"!

He has told readers of the "Daily Mail" that he paid good money. He also got good service. Consider the work involved.

A tin had to be fetched and checked for dregs, or the proportions of the mix would have been wrong, a filler had to be collected and a half-pint of oil drawn. How many six-pumps-on-an-island-in-the-forecourt stations would have these all to hand?

A half-gallon of petrol was drawn from the pump, two measures of oil filled and transferred to the tin (has Mr. Edwards ever tried to do that?), the cap screwed on, the contents agitated and divided between two machines as equally as possible, entailing at least three moves of the funnel. A visual assessment of the oil remaining in the measure had to be made and a mental calculation made of the cost of the pharmaceutical dose taken, added to the cost of the half-gallon of petrol and the tin, funnel and oil returned whence they came.

Would someone with the facilities cost a time and motion study of this operation and let the trade and Mr. Edwards know the result?

His facile acceptance of the suggestion for special pumps shows that he is more of a Fleet Street stunt merchant than a motoring correspondent, otherwise he would be familiar with the Waleran Committee's views on the economic throughput of a pump.

Further, these motorised bicycles are surely never intended for long-distance touring, but rather for operation from a base where their owner will keep a gallon tin for refuelling.

If developments in refuelling do take place it will be on the lines of the prepacked lighter fuels now on sale.

Since your report makes identification positive, there is no point in not signing this letter.

Lauderdale Garage,
ARCHD. MACNEILAGE.
Lauder, Berwickshire.

[*And why not sign the letter, anyway? Mr. Macneilage is entitled to his point of view as well as a motoring correspondent. We published Mr. Edwards' version of his encounter with Mr. Macneilage in last week's issue, and so we are glad to hear the other side of the story. And whatever else is said, our hon. Member for Lauder seems to have given good service.* — THE SPEAKER.]

Farmers And Their Transport

SIR,—Poor old farmer! He always was in the cart, and now he is in the chicken house, through the urban-mentality legislation which has been thrust upon him. According to Mr. Walter Boyle (August 5th issue) he must not tow his chicken houses behind his £1-taxed tractor, driven by untaxed spirit; nor yet with his new posh automobile taxed at £10 and spirit taxed at 1s. 6d. per gallon, unless the chicken houses are fitted with brakes and rear red lights.

However, there are not a lot of chicken houses that want moving on the public roads, compared with the millions of tons of corn and sugar beet produced in a real agricultural area. When it comes to moving these, the farmer has the laugh of all of them.

It is no doubt a nuisance having to load chicken houses of the field type, weighing about 2 cwts., on to trailers. But as agricultural workers are neither Smithfield porters nor London dockers, they just "hull 'em on"—the same as they do the corn or the sugar beet, thirty tons per man per day, getting "the rate for the job" and being as happy as sandboys, glorying in their physical power.

That same trailer may now be carrying 10 tons of grain in sacks to the corn merchant,

Outstanding

IN BRITAIN'S BEST BUILT RANGE OF COMMERCIAL VEHICLES

COMMER

'SUPERPOISE' 2-3 TONNER

SALIENT FEATURES

Six-cylinder engine develops 80 b.h.p.
Powerful hydraulic brakes.
Four-speed gearbox with silent helical gears.
Fully-floating spiral bevel rear axle.
12 volt electrical equipment.
Distortion of cab prevented by patented 'Diaflex' mounting.

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COMMER CARS LTD. LUTON BEDFORDSHIRE
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The MOTOR TRADE PARLIAMENT

Continued from page 1318

or 10 tons of sugar beet to the factory; and, more than likely, it will be drawn by the same Fordson Major on rubbers, costing £300 new, which ploughed the land—using untaxed spirit at 1s. 3d. per gallon, lubricating oil at 4s. and paying Road Fund Tax at £1 (not per horse power, but for the whole outfit). Which is why the farmer does not "hold with" a tax on transport, even if that may be the opinion of the planners, politicians, or other irresponsibles, to raise revenue.

* * *

He did this before the Budget, and he does it now. And he will no doubt continue to do so, while all the rural seats in the House of Commons are held by nominees of the National Farmers' Union and/or the National Union of Agricultural Workers, alias the British Agricultural Party, which decides who are to be Ministers of Agriculture and Food.

It is rather a different story when that grain leaves the mill, or the sugar the refinery, in 10-ton lots carried under C licence. For does not the lorry pay a Road Fund Tax of £100, and is there not a tax on the fuel of 1s. 6d. per gallon, while the village grocer-cum-baker pays £35 a year Road Fund plus petrol tax on his 10-cwt. van?

I have paid the Road Fund Tax since its commencement, and likewise petrol tax, and am paying it now; and all this while the powers-that-be have been harping on about these taxes being "a tax on transport." This goes, too, for the industrialist, the commercial user, and the private car owner, but except for the putting of it into practice by the agricultural fraternity, it has been a case of all cry and little wool, as the man said who clipped the sow.

* * *

It is perhaps not generally realised that previously to the 1950 Budget there was a movement on foot to bring the farmer "into line" by taxing the tractor used on the road £12 10s. and vaporising oil 9d. per gallon. But the N.F.U. and N.U.A.W. had other ideas about this, so it did not come into the Budget proposals. However, the farmer condescends to pay £1 Road Fund Tax, so that the Revenue may not be out of pocket over the collection of the Registration fee, as it was when the charge was 5s.

It is suggested that the commercial user and the private car owners have to pay double the petrol tax because the Revenue Estimates (which included the tractor tax and fuel tax) fell short in consequence of the agricultural fraternity being able by their power in the House of Commons to resist the full tax on tractors and on tractor fuel.

On the other hand, we hear the utterly wet argument by commercial users, even of the countryside, that because they have put up with this infliction for 30 years, although their political party has held the reins for the first 20 of it, agriculture should be saddled with the same infliction. When they are asked what the infliction is in aid of, they do not know.

* * *

The farmer does not care, as he does not pay it. He and his men pay rates for the roads; rates levied on their houses and business premises, the farm workers paying (if living in Council houses) about £5 a year over the greater part of rural England, a fact which does not appear to be realised by either the industrialist or the commercial user, yet they themselves do pay road rates on their premises, offices, and houses: so do their employees on their houses, even if they also own cars and pay the Road Fund and petrol taxes.

The farmer thinks that, as he pays rates for the roads instead of having to pay at the toll gates, as his forefathers did, he has the right to use them with anything on wheels, including chicken houses, without further tax. What is more, by the power of the ballot box he does so use them in the case of his tractor and trailer, and the fuel to run the tractor.

No, Sir, the farmers and their merry men need no assistance, advice, or even sym-

Out of the Past

35 YEARS AGO. "The G. and M.A." 21/8/15.

It is estimated that the number of automobiles in the United States is over 2,000,000. What it costs to run this enormous number of cars is an interesting calculation, because of the stupendous figures involved. To run 2,000,000 cars for one year requires at the very least 1,000,000,000 gallons of "gas," worth 130,000,000 dollars; 20,000,000 gallons of lubricating oil, worth 8,000,000 dollars; 12,000,000 tyres, worth not less than 16 dollars apiece, or 192,000,000 dollars.

20 YEARS AGO. "The G. and M.A." 16/8/30.

A DIRTY, lumbered-up shop is no advertisement of a firm's ability to do good work, or to take care of customers' cars while the work is being done. The eyesore that the junk presents is liable to make the motorist who is proud of his car a little averse to leaving it in the hands of people who cannot or will not keep their own plant preventable. It chokes them off.

LINK UP

WITH THIS POWERFUL ADVERTISING

STOCK AND DISPLAY

Esso

HANDY OIL

Display Esso Handy Oil on your counter and in your windows where your customers can see it.

The potential market for this top quality all-purpose household oil is unlimited — everyone has a use for it. Esso advertising helps you to exploit this demand free of charge.

A large can (with conveniently curved spout) costs 1/9 retail, refills in bottles 1/6.

It pays to say Esso

Windows easier to open, doors easier to shut, pram easier to push – all this and much more, you can achieve by buying him a can of ESSO HANDY OIL, the oil that *cleans* and *prevents rust* as it lubricates – and getting him off an attic-to-cellar search for squeaks and stiffness.

Big 8 oz. can with curved spout 1/9d. Refills in bottle 1/6d.

It pays to say Esso

HANDY OIL

ANGLO-AMERICAN OIL COMPANY LTD

HOW TO EN DOMESTIC FRICTION

Of course she's alwa strewing it for the house a aybe she does forget to p back in the toolshed - but when one oil does many jobs so we you'll find lif runs much mor smoothly on ne cans of ESSC HANDY OIL.

Big 8oz. can with curved spout 1/9d. Refills in bottles 1/6d.

IT CLEANS AND LUBRICATES AND PREVENTS RUST

It pays to say Esso

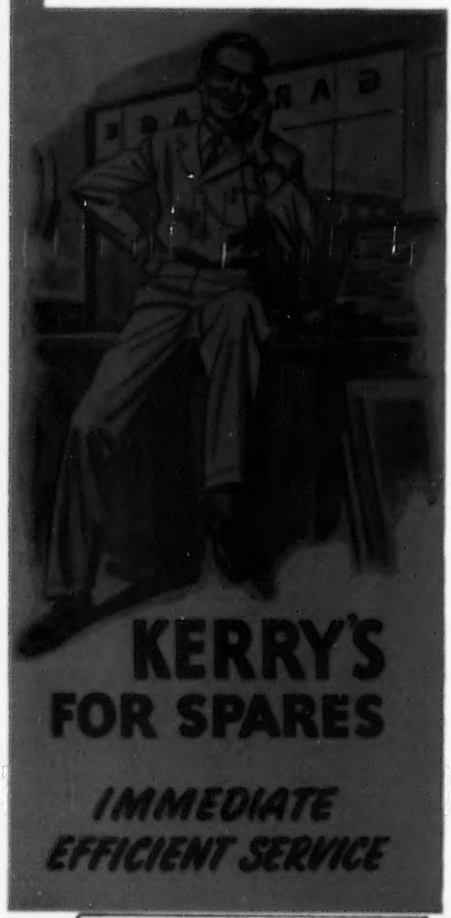
HANDY OIL

ANGLO-AMERICAN OIL CO., LTD.

Millions of readers see these attention-getting advertisements regularly in the Radio Times, Picture Post, Punch, Illustrated and other publications.

OBTAINABLE FROM YOUR USUAL FACTOR

BALL AND TAPER ROLLER BEARINGS SERVICE . . .



A comprehensive range of Ball and Taper Roller Bearings is always carried in the Kerry stocks. A Telephone call to your nearest Kerry branch will ensure immediate delivery. Our Service is at Your Service.

For engine valves, Ferodo Brake and Clutch Linings, Girling and Lockheed Brake Shoes, Lockheed Brake Fluid—in fact for **all** your spares requirements, get in touch with Kerry's.

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The MOTOR TRADE PARLIAMENT

Continued from page 1320

pathy from either party of politicians over the question of untaxed transport, because they have by the power of the ballot box got it. But it is suggested that they might show a little sympathy towards the underdogs like the commercial users and the private car owners, in spite of the fact that most of those victims were most anxious to see agriculture stricken with the disease of the "tax on transport" with which they are afflicted.

As for the politicians talking about concessions, grants, and subsidies which "they" have made to agriculture, it may be swallowed lock, stock, barrel, and five-gallon drum, when they read it in a London paper; but is it not a case of being forced to do so by the power of the ballot box, as the agricultural community very well knows?

The apologetic statesmen of a compromising kind, such as Whatsisname, and Thingembob, and likewise Nevermind, have got to do a lot of overtime work to explain away the non-"tax on transport" enjoyed by the farmer and, hence, his men.

Having got one of those miserable petrol indicators to put into working order, so that it will tell me that when it registers Quarter Full the tank is just about empty, I must close this letter with all good wishes.

L. A. POSTLE.

Attleborough.

[*Between this Parliament and me, I sometimes wish that someone would invent a word indicator that would register Full when letter-writers had put into their letters about a quarter of what they feel must be said. Still, Mr. Postle undoubtedly knows a lot about the farmers' point of view and advantages which are not commonly understood, and we must have patience with his propaganda for road costs being treated as a national charge. After all, he may be right.*—The Speaker.]

Car Taxation Protest

Sir,—On June 22nd last, a proposal to repeal the horsepower tax on cars registered before January 1st, 1947, and to extend the flat rate tax to all such cars, was defeated in the House of Commons by nine votes. Of the 278 Members of Parliament who helped to vote down this proposal, 24 had indicated to their constituents at the General Election that they were in favour of this eminently just alteration in the law.

Following this victory for the party machine, the constituent bodies of this Committee have received a very considerable number of letters from members raising their voices in protest against the continuance of this anomaly.

May we beg the courtesy of your columns to suggest to all those motor car owners who are affected by this unfortunate vote, that if these protests were also addressed to M.P.s, Parliament would be under no delusion as to the extent of the grievance which exists?

Standing Joint Committee of the
R.A.C., A.A., and R.S.A.C.
W. V. GIBSON.
A. W. PHILLIPS.
Joint Honorary Secretaries.

London, W.C.2.

[*Motor agents being doubly affected, as sellers and users of horsepower-taxed cars, it is hoped that there will be a large-scale response to the Committee's appeal from hon. Members of this House. It would be a good idea if those 24 vacillating M.P.s could have their memories well and truly jogged.*—The Speaker.]

"Garagist"

Sir,—On page 1252, August 12th issue, the statement of reasons for Mr. Walter Boyle's adoption of the term "garagist" is clear, fair and well-founded.

Descriptive words, such as chemist (or chymist), pharmacist, motorist, and cyclist are well recognised and understood. Alas, however, for the cussedness of human nature, coupled with the desire for propaganda to suit individual and nationalistic vanity, many persons are misled into thinking that black is white.

You will remember that I myself have for many years pointed out the folly of misapplying such terms as Diesel (for instance) to the high-pressure type of oil engine. And "Diesel oil," too! Much as I admire the perspicacity of the French, I regret that even they have sometimes fallen for some absurd appelations.

On the other hand, it is to be admitted that such early titles for the h.p. oil engine as *moteur a huile comprime* are pretty deplorable, though, as Mr. Boyle suggests, are quite clearly capable of comprehension by all except those of the lowest standards of intelligence.

Even the attempted alternative "compression ignition engine" is a mouthful

The MOTOR TRADE PARLIAMENT

Continued from page 1321

of about the same calibre as calling the spirit motor an "electric ignition engine."

In short, if petrol engine, why not oil engine? We do not want, in our ordinary and everyday language, any but brief, apt and readily understood terms. The scientist (another appropriate word that has slipped in!) can indulge in portmanteau phraseology to his heart's content, but let us have brevity allied to truth, which is the very soul of wit.

JOHN ARMSTRONG.

Bournemouth.

[*J.A. is, of course, quite right in his objection to the incorrect use of "Diesel." But, unfortunately, the word seems to have caught on with the majority of people, and I think it is unlikely that it will be dropped.* —THE SPEAKER.]

Computor Pumps

SIR,—Of course, it is the old story of the use of one system over many years that has made motorists reluctant to buy petrol other than by the gallon, but if they were made more aware of the computor pump service I am confident more would prefer it. Travelling about as I do for a firm of suppliers, I wonder how many motorists know anything about it?

If computor pump service were put over to them in the right way, there must be many who would take advantage of it, for it can be a great convenience in more ways than one.

With petrol now costing the motorist more than 3s. a gallon, the driver pulling up at a pump must think in terms of (approximately) 3s. units, that is—unless he buys to the odd half gallon—in amounts of 3s., 6s., 9s., or 12s., and so on. If he is out with only a little loose change in his pocket—and he might be so placed—the breaking down of these units would most certainly have an appeal to him. And the dearer petrol becomes the greater will be the appeal. But he must be made aware of the possibilities of the computor pump.

A number of motorists do call in at a filling station and say, in effect, "Fill her up." What is the result of this if an uncertain amount of petrol is already in the tank? It is that the tank becomes full (and probably flows over) at any odd fraction of a gallon.

What then? Does the pump attendant work it out while other cars line up to be served? Or does the motorist say "That's near enough," and pay up to the nearest half or quarter gallon? Neither can be satisfactory.

Without a doubt, the computor pump is the solution, and to encourage sales by money's worth by its use would at the same time encourage more motorists to say "Fill her up."

SUPPLIER'S REP.

[*Thank you, Sir.*—THE SPEAKER.]

"It's BEN — Ye Ken."

IT sometime happens 'ere ye dee
That a' yer siller tends tae flee,
An' times are bad, nae freens tae pen
Wha' helps ye oot—it's BEN, ye ken.

Sic like, if illness comes yer way
Ye micht could lie for mony a day,
Yer worried sair tae death—sae when
Wha' helps ye oot—it's BEN, ye ken.

Could be that the guid wife's left
Tae face life's battles — sair bereft,
Wi' no a haun tae fecht or fen'
Wha' helps her oot—it's BEN, ye ken.

A' this could happen you or me
Ne'er craw sae crouse — nor wait an' see,
It micht come ony day—an' then
Wha' helps ye oot—it's BEN, ye ken.

Jist twenty shillings since a year
A guid investment—hae nae fear,
If no yersel—yer fellow men
Will benefit—through BEN, ye ken.

J. W. R. White, Dunlop's deputy district manager in Scotland, was responsible for the above verse, which, he says, was deliberately written on a pensive note in the hope that it will bring in a few recruits to the Fund.

F. W. Lanchester has now completed 50 years' continuous service with the Lanchester Motor Co. To mark the achievement a presentation was made to him recently by Managing Director **James Leek**, of the Daimler Co.

THE

MICHELIN 'METALLIC'

the steel-cord tyre

has proved itself in use for 12 years

Cuts down transport costs. Essential for heavy long-distance haulage.

You can stake your reputation on Michelin

COMMERCIAL VEHICLE & TRACTOR BUSINESS

By "Transit"

State management

EVERY member of the motor industry should be fully informed about the "efficiency" of the nationalised transport services. I shall continue to quote examples, and readers may well pass on some of the facts to their customers.

Last week the opening of an art exhibition at Nottingham had to be postponed because some of the pictures had not arrived. British Road Services were a day late in delivering them, due to the instructions having been misread. At any rate the error was frankly admitted.

More interesting is the case described by a well-known contributor to a farming journal. A grower had been in the habit of sending his produce to market by private haulage. It was always in time. Not so when he entrusted a load of lettuce to B.R.S. It reached its destination hopelessly late, and had to be disposed of at clearance prices. Estimated loss to the owner amounted to £144.

He put in a claim for that amount, but it was rejected. Under its conditions of carriage, it appears that the State service accepts no responsibility for loss of market.

Not only here

That the official British attitude towards road transport is behind the times cannot be denied. All through history this country's policy has tended rather to restrict than encourage the use of the highways. Those conscious of this national failing are apt to think that it is something peculiar to ourselves, but in fact that is not altogether so.

A recent publication of the International Road Federation gives some interesting facts. They seem worth quoting, for the benefit particularly of readers concerned with export business.

A passage runs: "In Portugal, for two years already, stringent measures have been in force which restrict and hamper road transport. In Northern Ireland, in South Africa, Australia, India and Pakistan there is growing evidence that the centralisation of transport policy pursued in these countries has led, or is leading, to a similar thwarting of the natural development and expansion of road transport.

"Developments in India illustrate very clearly the present trend—and the dangers inherent in such a system. In that country motor transport taxation (higher than anywhere else in the world) represents one anna (approximately 1d.) per ton-mile on goods transported; the incidence of this taxation is itself 50 per cent. higher than the average amount charged per ton-mile for transportation by railways. Restrictions on long distance haulage by road transport are enforced in India also."

Good reading

Farm tractor lubrication is the subject of a 60-pp. booklet, illustrated and in two colours, lately issued by C. C. Wakefield and Co., Ltd. It covers an even wider scope than the title suggests, and many customers will find it a really valuable piece of literature. Its production is up to the pre-war standard.

Harry Ferguson, Ltd., are distributing a pamphlet, written by James Lee, entitled "Britain's Crisis—The Way Out." It advocates a national policy of investment in agriculture as opposed to the present one of mere expenditure on food subsidies. Among the suggestions made is that a National Land Loan might be raised, on War Loan lines, for the development and equipment of the farms.

It is certainly interesting reading, and also contains some very useful facts and figures. Agents should study it for themselves, and not only hand it out to those likely to be interested. The pamphlet cannot strictly be classed as advertisement matter, as the Ferguson tractor receives not a single mention in its 30-odd pages.

BODYBUILDERS' CENTENARY

Scottish branch of the National Union of Vehicle Builders are making arrangements to celebrate their centenary next year. The celebrations will include a dinner, a dance, and a Clyde cruise.

Although the organisation was officially established in 1851, members believe it to be older than this. Unfortunately, all earlier records were lost in a fire at their premises in 1909.

Five cards for a Straight Flush

but

ONLY ONE BATTERY for SATISFIED CUSTOMERS

Some things are worth a gamble — where the result is not vitally important — but batteries are not one of them.

They must be certainties — certain performers over a certain life and always with 'Power to Spare' — and that means Oldham's.

Don't let your customers take a chance — sell them Oldham batteries and give them a good deal.

OLDHAM

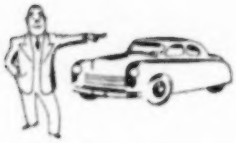
POWER TO SPARE

BATTERIES

OLDHAM & SON LTD · DENTON · MANCHESTER · EST. 1865

Motor Dealers, Motor Agents,

Garages and such



Rejoice at end of rationing

now they can sell as much

From all their pumps to all our tanks

without a something coupon

So they can make some profit

and approach this petrol group on

Ways and means of showing

the new three-cornered sign a

Wiser dealer surely knows will make his

OUTLOOK FINA

FINA

PETROL

FINA PETROLEUM PRODUCTS LTD. BLENSTOCK HOUSE, 7, BLENHEIM ST. W.1.

The Motor Industry's News

4 VEHICLES A MINUTE EXPORTED EACH DAY

INDUSTRY'S RECORD JANUARY-JUNE ACHIEVEMENT

S.M.M.T. RETURNS

PRODUCTION figures compiled by the Society of Motor Manufacturers and Traders and published in their "Monthly Statistical Review" for August, show that the average weekly output for June was 10,000 cars and 5,100 c.v.s.

June also marks the close of the first half of 1950, during which the British motor industry produced a total of 262,507 cars and 134,914 c.v.s, an increase of 33 per cent. and 28 per cent. respectively over the figures for the first six months of last year. Commenting upon this achievement, the Society say:—

"The 'record a month' activities of the British motor industry over the first half of this year had their sequel in a production and export performance which far exceeded all **expectations.**

"From the fast-moving production lines came about 400,000 cars and commercial vehicles, the share of which to overseas buyers left but a meagre balance to go towards reducing the long home order waiting list.

JUNE MOTOR PRODUCTION

	Export	Home	Total	Weekly Av'ge
Cars	40,480	9,548	50,028	10,006
C.V.s	15,644	9,922	25,566	5,113
Total	56,124	19,470	75,594	15,119

"The total output—100,000 greater than for the corresponding period of 1949—was made up of 262,500 cars and 135,000 trucks and buses, **of which 80 per cent. and nearly 65 per cent. respectively were allocated for shipment.**

"The ever-lengthening stream of vehicles to the ports culminated in more than 200,000 cars and 73,000 commercial vehicles having been exported over the six months, a combined rate of nearly **four vehicles for every minute of every working day.**

"Comparison of the half-year figures for 1949 and 1950 provide some startling instances of the rise in trade in particular markets. As an importer of British cars, Australia increased her purchases from less than 30,000 to a figure of 70,000.

"The number of models shipped to Canada increased more than threefold to over 38,500, while no less than ten times the volume went to Sweden to make a total for that market in excess of 11,500.

ENCOURAGING POINTER

"The doubling of the figure to the 6,000 level for sales of cars in the States provides an encouraging pointer to the success of our manufacturers in promoting trade among American buyers.

"Shipment of commercial vehicles to Australia during January to June reached 26,000 units, a volume ten times greater than that exported to any other single market, and three times larger than in the comparable period of last year.

"In terms of total effort the value of the industry's overseas sales over the period of cars, commercial vehicles, agricultural tractors, and parts and accessories **amounted to £128.3 millions, an increase of £43.5 millions on the comparable 1949 figure.**

"At home the industry continues to battle with a situation which allows a mere 110,000 cars to be distributed this year against over a million orders. Manufacturers are more than anxious to satisfy their home customers, and are **continually pressing for a more realistic home quota both for cars and commercial vehicles.**

"Assuming that no great diversion of production is required for re-armament purposes, some improvement may be possible when, towards the end of next year, sheet steel begins to flow in quantity from the new Abbey Steel Works in South Wales."

MOTOR INDUSTRY'S NEWS

MORE AUSTIN RECORDS

10,000 MILES IN 10,000 MINS.

When the Austin A40 standard production model completed its 10,000 miles in 10,000 minutes endurance test on the Montlhery track, near Paris, on Monday last, it broke five international records. Its time for the distance was 166hrs. 39mins. 55.14secs., at an average speed of 60 m.p.h.

The Austin had been driven day and night since the previous Monday by **Alan Hess, Arthur Fisher, Ronald Jeavons** and **John Walters**. Only one stop of just under two hours was made to have a big end attended to just after the car had been driven for 151 hours.

All the records, which, of course, are subject to official confirmation, were set up in the International Class F (1,100 to 1,500 c.c.). They were previously held by a Citroen which covered 10,000 miles in 171hrs. 47mins. 38.74secs., averaging 58.5 m.p.h. in March, 1933.

The other records set up by the Austin A40 were: Five days at an average of 65.52 m.p.h., six days at 65.62 m.p.h., seven days at 59.58 m.p.h., and 15,000km. (9,375 miles) at 65.59 m.p.h.

Although **Anthony Hall** retired some time ago from his position as General Sales Manager for the Ford Motor Co., the company point out that he still remains with them in a consultative capacity.

MOTOR TRADE RETAILING

EFFECT OF PETROL DERATIONING

An indication of the beneficial effect the derationing of petrol had on the motor trade is contained in the sales returns for June sent to the Board of Trade by the panels of independent retailers.

The figures show that garages and motor and cycle dealers were the only retailers to report an increase in sales during June, **the index number of sales for the month being 146 as against 122 in May.**

The business done was over a quarter higher than it was a year earlier, while total sales during the period from February to June were 6 per cent. more than they were for the same period of last year.

S.M.M.T. PRESS OFFICER

Society of Motor Manufacturers and Traders announce that **C. V. Ford**, previously in charge of the statistical department of the Society, has now been appointed Press Officer.

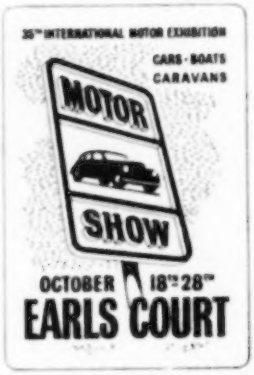
Mr. Ford, who has been with the Society for four and a half years, will now be responsible for Press matters relating to the Society, including arrangements for the Press Room at the forthcoming Commercial Motor and Motor Shows at Earls Court.

Also appointed to the Society's Press department is **H. B. Hicks**, who will combine the editorship of the "Progress Report" with his duties as Assistant Press Officer.

SHOW POSTERS

Society of Motor Manufacturers and Traders have had new posters designed for this year's Shows at Earls Court. That advertising the Commercial Motor Show (Sept. 22nd-30th) is shown on the left, and on the right is that for the Motor Show (Oct. 18th-28th).

"The G. and M.A." will be at Stand No. 127 for the Commercial Motor Show and at Stand No. 67 for the Motor Show.



MOTOR INDUSTRY'S NEWS

U.S. FORD'S NEW WORKS

FOR LINCOLN AND MERCURY ASSEMBLY

New assembling works for Lincoln and Mercury cars are to be built in Wayne, Michigan, a Detroit suburb, by the Ford Motor Co., the company announce in Detroit.

Vice-President **Benson Ford**, of the company, and General Manager of the Lincoln-Mercury division, indicated that the works would cost several million dollars. Construction is expected to be started before the end of August.

The new works will house all the Lincoln assembly operations now being performed at the Lincoln works in Detroit. They will also take over the Mercury assembly line from the Mercury works at River Rouge.

The factory will have a production capacity of 640 cars a day on a two-shift basis and will employ more than 3,000 workers. The Wayne works will be the fourth new factory to be built by the Lincoln-Mercury division in the last three years.—B.U.P.

WAKEFIELD LUBREQUIPMENT

C. C. Wakefield and Co. Ltd., have made reductions in the prices of certain of their Wakefield Lubrequipment. The types and new prices are:—

Type 3P transportable lubrication battery, £175; Type 50F/SS portable lubrication set £16 17s. 6d.; Type 50F high pressure gun £12 15s.

INDIAN AGENTS' VISIT

Director and General Sales Manager **Charles Lawrie**, of Vacuum Oil Co., Ltd., was host recently to 40 Indian Ferguson distributors and their staffs now on a visit to this country.

Hospitality took the form of a river trip from Westminster to Tilbury in the course of which a visit was paid to the National Maritime Museum at Greenwich.

On August Bank Holiday, the Indian visitors were the guests of the directors of C. C. Wakefield and Co., Ltd. They were taken on a tour of London and entertained to luncheon at the Dorchester Hotel, Park Lane, W.1.

CAR FIRMS AT MOTOR SHOW

32 BRITISH EXHIBITORS

Fifty-four car manufacturers will be exhibiting at the Motor Show being held at Earls Court, London, from October 18th to 28th. Of these, 32 are British firms, the same as last year, and the remainder American, French, Italian and Canadian, or their concessionaires over here. The exhibitors in the Car Section are:—

A.C. Cars, Ltd.; A.F.N., Ltd.; Allard Motor Co., Ltd.; Alvis, Ltd.; Armstrong Siddeley Motors, Ltd.; Aston Martin, Ltd.; Austin Motor Co., Ltd.

Bentley Motors (1931), Ltd.; Bristol Aeroplane Co., Ltd.; Chrysler Motors, Ltd.; Citroen Cars, Ltd.; Daimler Co., Ltd.; Delage Soc. Nouvelle des Automobiles; Delahaye Soc. des Autos.; Dodge Bros. (Britain), Ltd.

Fiat (England), Ltd; Ford Motor Co., Ltd.; General Motors, Ltd.; General Motors of Canada, Ltd.; Donald Healey Motor Co., Ltd.; Hillman Motor Car Co., Ltd.; Hotchkiss et Cie.; Hudson Motor Car Co.; Humber, Ltd.

Jaguar Cars Ltd.; Jensen Motors, Ltd.; Jowett Cars, Ltd.; Lagonda, Ltd.; Lanchester Motor Co., Ltd.; Lancia (England), Ltd.; Lea-Francis Cars, Ltd.; Lendrum and Hartman, Ltd.; Lincoln Cars, Ltd.

M.G. Car Co., Ltd.; Morgan Motor Co., Ltd.; Morris Motors, Ltd.; Nash Concessionaires, Ltd.; Panhard and Levassor; Peugot Soc. Anon. des Automobiles; Renault, Ltd.; Riley Motors, Ltd.; Rolls-Royce, Ltd.; Rover Co., Ltd.

Simca; Singer Motors, Ltd.; Standard Motor Co., Ltd.; Steele, Griffiths and Co., Ltd.; Studebaker Corporation; Sunbeam-Talbot, Ltd.; Triumph Motor Co. (1945), Ltd.; U.S. Concessionaires, Ltd.; Vauxhall Motors, Ltd.; Leonard Williams and Co. (1940), Ltd.; Wolseley Motors, Ltd.

:: :: **Benevolent Fund "Smoker."**—Glasgow and West of Scotland Centre of the Benevolent Fund are holding their annual smoking concert at the Rhul, Sauchiehall Street, Glasgow, beginning at 8 p.m., October 6th. Tickets (4s. each) can be obtained from Secretary Tom Wood, c.o. James Robertson, 95, West Nile Street, Glasgow. Before the function the Centre will hold their a.g.m.

MOTOR INDUSTRY'S NEWS

Show Dates

Commercial Motor Show (15th International), **Sept. 22nd-30th**, at Earls Court, London. Organisers, Society of Motor Manufacturers and Traders, 148, Piccadilly, London, W.1.

Motor Show (35th International), **Oct. 18th to 28th**, at Earls Court, London. Organisers, Society of Motor Manufacturers and Traders, 148, Piccadilly, London, W.1.

Smithfield Show, Dec. 4th to 8th, at Earls Court, London. Organisers, The Smithfield Show Joint Committee, 148, Piccadilly, London, W.1.

U.D.T. NEED MORE CAPITAL

At this week's annual meeting of the United Dominions Trust, the Chairman, **J. Gibson Jarvie**, stated that the Trust had applied to the Capital Issues Committee for approval to increase their issued capital.

He explained to the stockholders that the time was approaching when the issued capital must be increased if they intended to respond to the increased demand for their services.

Last year's increased volume of business had been largely financed by increased deposits and borrowings, which had risen from £2,404,641 in 1949 to £5,227,445 in 1950. Mr. Jarvie, however, gave no hint as to the type of issue the Trust contemplated.

(Mr. Jarvie's speech is reported on pages 1304 to 1310.—Ed.)

FINANCIAL REPORTS

Silentbloc, Ltd.—Consolidated profits for the year ended May 31st last, £136,662, against £95,639 the previous year. After providing £59,823 (£38,343) for tax the nett profit was £44,305 (£27,978). A sum of £12,000 (nil) is transferred to asset replacement reserve, and £36,234 (£29,989) carried forward. A final dividend of 4d. a share is declared, making 7d. per share for the year.

Spurling Motor Bodies, Ltd.—Consolidated profits for the year ended February 28th last, £188,998 (£210,429). Nett profit £154,114 (£185,170). Tax £87,748 (£110,747). Carried forward £95,777 (£87,482). Ordinary dividend 37½ per cent. (same).

Anglo-Iranian Oil Co., Ltd.—Final dividend 25 per cent. (making 30 per cent. for the year), less tax, on ordinary stock.

LIVERPOOL TRADE SHOW

CUP WON BY FORD DEALERS

Farm tractors and attractively furnished caravans were prominently featured in the trade exhibits at the Liverpool Show, organised by the Horticultural (Special) Committee of the City Council, and held at Wavertree from August 10th to 12th.

The chief award — a silver challenge trophy and £30—for the most meritorious exhibit in the agricultural sundries section, was won by Thomas S. Whitney and Co., Ltd., main Ford dealers, of Scotland Road, Liverpool, with a display of Fordson agricultural tractors and implements.

Other awards in this section were: Gold medal and £25, Burgess Bros., Ltd., Liverpool (agricultural machinery); silver-gilt medal and £15, J. S. Ramsbottom (Kirkham), Ltd., Kirkham (Howard Rotovator and tractor attachments); silver medal and £10, Hoggarths (Tractors) Ltd., Preston (Ferguson tractors and equipment).

Other trade exhibitors included: The Ignition Appliances Co., of Durban, South Africa, and London (ignition superchargers, the retail distributors being Halfords, Ltd.).

Northern Electric Vehicle Distributors, Bolton (electric trucks and lifting trucks, etc.); Rubber By-Products (Warks.), Ltd., Birmingham (axles, hubs, wheels and tyres for agricultural purposes).

Caravans were shown by Playtime Caravans, Ltd., Liverpool; Rowes Motor Works, Waterloo, Liverpool; The Wavertree Garage, Ltd., Liverpool; and W. D. Harrington and Co., Ltd., Delamere Forest.

Two oil firms who had stands were the Vigzol Oil Refining Co., Ltd., and C. C. Wakefield and Co., Ltd.

SUNDAY PETROL SERVICE

Garages in Newport, Isle of Wight, are co-operating in providing a petrol and oil service, not normally obtainable, on Sundays. Seven have taken space in the local newspaper announcing that **they will operate a rota so that one will be open each week.**

Previously petrol has been practicably unobtainable in Newport between 5 p.m. on Saturday and Monday morning.

The garages closed under the system will exhibit notices stating where the pumps will be attended.

10,000 miles in 10,000 minutes

subject to official confirmation.

This record has been achieved on the Montlhéry Track August 7th to 14th in an Austin A40 Saloon

fuelled by

REGENT

ASSISTED BY **CALTEX** SUBSIDIARY IN FRANCE

WHEN ***Regent Branded Petrol*** BECOMES AVAILABLE YOU WILL FIND ITS PERFORMANCE OUTSTANDING

MOTOR INDUSTRY'S NEWS

SHELL SAYS "THANK YOU"

FOR HELP IN FREEING PETROL

A graceful compliment has been paid by Shell-Mex and B.P., Ltd., to all those who helped to end petrol rationing by speeding up the refinery expansion programme which, as the Minister of Fuel and Power said recently, "has made better progress than was expected."

In a nation-wide series of newspaper advertisements the company say "Thank you" to the many thousands of British workers who have helped to end petrol rationing and to improve our overseas trade, including:—

"**Steel Workers**—both those who made it and those who fashioned it into pipe lines, refinery equipment, storage tanks and machines of all kinds.

"**Miners**—who cut the coal to make the steel.

"**Shipbuilders**—nearly one million tons of shipping have been built for Shell since the war and more is in construction.

"**Refinery Builders**—who are expanding the capacity of the three great refineries in Britain, at Heysham, Stanlow and Shell Haven to 6,500,000 tons per annum.

"**Transport Workers**—both on road and rail, who have helped to move the vast quantities of materials and finished goods of all kinds.

"**The staffs of the hundreds of firms, large and small**—who are contributing to the expansion of Shell resources in Britain and overseas.

"**The thirty thousand garages in Great Britain**—who have worked so hard in the interests of British motoring.

"**And our own staff.**"

PERSONAL ITEMS

Frederick George Alden, one of the original directors of the City Motor Co. (Oxford), Ltd., has died after a short illness.

Proprietor of the Banbury General Motor Co., **Wallace Gibbard** escaped with only slight injuries when his car crashed into a telegraph pole after a skid.

The death occurred in hospital in London, following an operation, of **Paul Rex Truman**, aged 21, who was a Director of his father's garage firm, C. H. Truman and Co., Ltd., Mansfield Road, Nottingham. Mr. Truman was educated at Repton School and had served in the Army with the R.E.M.E.

President **George M. Goudie**, of the Scottish Motor Trade Association, is one of the newly-appointed J.P.s for the County of Renfrew.

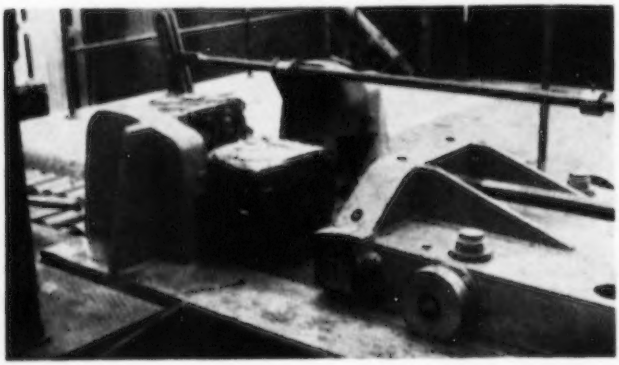
Major H. Cannon has joined Tewel Industries, Ltd., of Darwen, Lancs, and will be solely engaged visiting wholesalers in the southern half of England.

After being connected with the company for nearly 30 years, **H. W. Steel**, Manager of the Glasgow depot of Ferodo, Ltd., has retired. The new Manager is **J. G. Bell**, who joined Ferodo in 1928, and has long been associated with the Glasgow depot as one of their Scottish representatives.

A MILLION A.A. MEMBERS

The Automobile Association announce this week that their membership has now reached the one million mark.

The Association was founded in 1905 with exactly 90 members. In September, 1939, the number reached 731,492.



VAUXHALL'S SCRAP BALER.—A powerful hydraulic scrap metal baling press just installed at Vauxhall Motors' Luton factory is saving the firm nearly £200 per week in reduced labour and transport charges. The press, designed and built by The Loewy Engineering Co., Ltd., of London, is the largest in the British motor industry

MOTOR INDUSTRY'S NEWS

MORRIS CONTRASTS.—On the left is an all-metal delivery and show van on a Morris 5-ton chassis. Construction is in heat-treated high tensile aluminium. An inner compartment has shelves for displaying articles. The whole is less than 54 cwts. unladen, and was constructed by Bonallack and Sons, Ltd., of Forest Gate, London. The right-hand picture is of a breakdown truck with Morris Oxford front. It was built by Park Gates Service Station, Poole, Dorset, on a 15-cwt. ex-W.D. chassis. Body is hand beaten from sheet metal. Locker in the side extends full length of the vehicle, is waterproof, and incorporates bench mounted with vice which slides out.

HANTS AND S. WILTS GOLF

Hants and South Wilts Motor Trades Golfing Society have arranged the following meetings:

Sept. 14th.—Johnson Cup competition at the South Wilts golf course, Salisbury.

Oct. 4th.—An open guest meeting at the Broadstone Golf Club's course, Broadstone, Dorset.

Full details can be obtained from hon. Secretary **B. J. Roberts**, 162, Above Bar, Southampton (Tel. 2358), or from the Executive Committee.

WITHOUT A NAME

A recent booklet published by Shell-Mex and B.P., Ltd., has the unusual feature that it is without a title, and makes no direct reference to the company. It depicts Shell activities throughout the world, however, by a series of 52 photographs, with one sentence running through the pages and acting as captions.

The cover consists of two photographs showing the Thames taken up-stream and down-stream from Shell-Mex house on the Embankment, and other pictures show oil fields and pipe lines in Persia, Venezuela, West Indies and Borneo, as well as the company's refineries, tankers, lorries and depots.

Copies of this interesting booklet are available from Shell-Mex House, London, W.C.2.

ROOMS FOR CONVALESCENTS

READY SOON AT LYNWOOD

Three new rooms, primarily for convalescents, are expected to be available for occupation by the middle or end of this month at Lynwood, the Benevolent Fund's home for elderly people at Sunninghill, Berks.

Applications for admission as convalescents to the rooms, two of which are double, will be welcomed by the Lynwood Committee, who emphasise that the applicants need not be elderly people. Any member of the Fund or dependent relative of a member recovering from an illness is eligible.

A fixed charge of £3 a week is made which may be modified according to the applicant's financial position. It should be noted, however, that only those well on the way to recovery will be considered, bedridden cases cannot be taken.

The death took place on August 9th of **Augustine Neil Lawrence**, a former Chairman of General Motors (England), Ltd. An American by birth, he had served the same group in South Africa, the Balkans, and Australia before coming to this country. Mr. Lawrence, who was 71 years of age, retired some years ago to Burford, Oxon, and had for long been in poor health.

MOTOR INDUSTRY'S NEWS

PERSIAN CAR MARKET

BETTER REPRESENTATION AND SERVICE NEEDED

"Representation of United Kingdom car manufacturers in Persia still leaves something to be desired, and there are some makes that are not effectively represented at all," states a report on the market for motor vehicles in Persia (Iran) issued by the Board of Trade.

Some manufacturers have paid attention to their representation during the past 12 months, and noticeable improvements have been made, **but servicing and the availability of parts still compare very unfavourably, particularly in the provinces, with the facilities offered by agents of United States manufacturers.**

Sales of United Kingdom cars have been hampered by comparatively long deliveries and repeated postponements of shipments which cause annoyance to the purchasers, particularly as few of the agents of United Kingdom manufacturers carry stocks of cars.

Most of them do not have the financial resources of their competitors handling American cars, the report points out.

Since the majority of the sales of British cars are to taxi owners, who are accustomed to paying for the car as they use it, **United Kingdom agents are under strong pressure to give credit facilities to their customers,** and look, therefore, in turn for similar assistance from the manufacturers.

FINANCE HOUSES COULD HELP

If financing arrangements could be made by United Kingdom manufacturers, either themselves or through financing houses, whereby well-tried and trusted agents were given partial credit, say, up to 50-70 per cent., for 180 days after acceptance of documents, **those agents could readily be persuaded to build up stocks not only of cars but also of parts.**

At present they can claim, with some justification, that while money is so short, they cannot sink their limited capital in slow-moving stocks.

Commenting upon the situation, the report says: "It is to be hoped that United Kingdom cars will be able to obtain a bigger share of the market in the current year. They will still, however, have to compete with the reduced retail prices for United States cars.

U.S. TYRE PRODUCTION

OUTPUT DOWN, DELIVERIES UP

The U.S. rubber industry produced 7,310,890 tyres for passenger cars in June, down slightly from the record of 7,369,190 units set the previous month, reports the U.S. Rubber Manufacturers' Association.

But manufacturers' deliveries of passenger tyres to dealers and motor manufacturers **increased by 21 per cent. in June to a record level at 8,804,091 units, as against 7,276,860 units delivered in May.**

In spite of these record deliveries, there still remained in manufacturers' stocks a total of 8,987,234 passenger car tyres at the beginning of July. Stocks on hand at the end of May totalled 10,364,646.

Production of commercial vehicle and bus tyres during June were also down by 7.19 per cent. to 1,169,376 units from the May level of 1,259,897 units.

Deliveries of commercial vehicle tyres totalled 1,398,120 units in June, an increase of 12.36 per cent. over May when 1,244,281 tyres were delivered.—B.U.P.

TRACTORS FOR IRAN

First big shipment of 50 Ferguson lamp oil tractors, together with mechanised Ferguson farming equipment for Iran, sailed for the Middle East this week in the Serbistan.

These lamp oil tractors — primarily designed by the Ferguson Co. for use in the Middle East countries where low grade lamp oil is the only fuel generally available—form part of Iran's Seven-Year Plan for mechanising her agriculture and increasing food production.

MRS. A. C. BEAUMONT DEAD

We regret to record the death on August 5th at the age of 85 of **Mrs. A. C. Beaumont**, senior Director of J. Beaumont and Son, Ltd., motor factors, Beaumont House, 46-54, Trafalgar Street, Newcastle-upon-Tyne.

Mrs. Beaumont has been associated with the business for over 50 years. Her late husband, **Joshua Beaumont**, founded the firm and, since he was killed in a road accident in September, 1927, his widow has taken an active interest in the concern as a Director.

MOTOR INDUSTRY'S NEWS

NEXT YEAR'S B.I.F.

RECORD DEMAND FOR SPACE

Board of Trade report that the response to applications for space at the 1951 British Industries Fair is already an all-time record, and indicates that it will be the largest and most comprehensive trade fair ever organised in Britain.

The forms were sent out during the middle of July, and by the end of that month **twice as much space had been applied for as at the corresponding period for any previous trade fair.**

The organisers are sending letters this month to 130,000 overseas trade buyers drawing their attention to the exceptional double attraction of a visit to Britain for the B.I.F. and the Festival, whose opening ceremonies will take place while the Fair is in progress.

The Fair will be held at Earls Court, Olympia and Castle Bromwich from April 30th to May 11th.

DANISH MARKET PROBE

Miss Elizabeth Ferguson, a member of the board of Harry Ferguson, Ltd., of Coventry, flew to Denmark this week accompanied by the company's Export Manager, **Arthur Whiteley.**

The purpose of their visit is to make an analytical survey of the Danish tractor market, and to discuss trading and agricultural problems with members of the Ferguson dealer-distributor network in Denmark. Miss Ferguson is addressing a Convention of Danish dealers at Copenhagen to-day.

KAISER-FRAZER OUTPUT PLAN

50 PER CENT. INCREASE IMMEDIATELY

Kaiser-Frazer Corporation have announced plans to increase their motor production by 50 per cent. immediately. The present output of 800 cars a day will be raised to 1,200 a day by the addition of a second shift.

This production programme includes the new Henry J. model, which is now going into production. There will also be a speed-up in the output of the new two-door Kaiser, which went into production last month.

June production of 17,874 units was the highest of the year, marking a 93 per cent. increase over that for June, 1949. July sales reached a record for the year and dealers are on a strict allocation basis for new models.

August production plans call for 22,000 units and will be substantially increased each month, reaching a level of 360,000 units a year by next January.—B.U.P.

Re-Cord Tyre Co., Ltd., Davies Works, The Hyde, London, N.W.9, have recently opened two depots. One is at South Row, Meadow Lane, Leeds, 11 (Tel. 26532), under the management of E. Cleathero, and the other at 46, Lower Sydney Street (off Coronation Road), Bristol, 3, under the management of Ronald Costella. The telephone has not yet been installed at the Bristol depot.

JOB FOR AN OLD 'UN.—A 1929 Austin 16 is the basis of this breakdown truck constructed by Reavell's Garage, East Horsley, Surrey. Work involved in the conversion included complete reconditioning of the chassis and construction of the crane in the firm's own workshops.

MOTOR INDUSTRY'S NEWS

Show Functions

SOCIAL functions arranged in connection with the Commercial Motor Show (Sept. 22nd-30th) and the Motor Show (Oct. 18th-28th) are:—

Sept. 27th. — Tyre Manufacturers' Conference golf meeting, Moor Park, Herts.

Oct. 17th.—Society of Motor Manufacturers' and Traders' dinner, Grosvenor House, Park Lane, London.

Oct. 18th.—Motor Ball in aid of Benevolent Fund, Dorchester Hotel, Park Lane, London.

Oct. 20th. — Riley Motor Club "Show" dinner-dance, Park Lane Hotel London.

Oct. 23rd.—Scottish Motor Trade Association and the **Society of Irish Motor Traders'** dinner, R.A.C., Pall Mall, London.

Oct. 24th.—Motor Agents' Association dinner, Dorchester Hotel, Park Lane, London.

Oct. 25th. — Nuffield Organisation distributors' dinner and cabaret, Grosvenor House, Park Lane, London.

FERGUSON-FORD ACTION

To take evidence in the Ferguson-Ford case an American Federal Court is sitting in private this week in an hotel at Leamington Spa.

A United States Commission is also assembled in Belfast for the same purpose.

As has been reported from time to time in "The G. and M.A.," the action concerns a claim for $251,000,000 (about £85,000,000) brought by **Harry Ferguson**, of Harry Ferguson, Ltd., against the Ford Motor Co. of America for the alleged infringement of his designs.

DRY-CHARGED BATTERIES

Brown Brothers, Ltd., Great Eastern Street, London, E.C.2, announce that their Duco batteries are again being supplied dry charged.

This means, say the company, that in an emergency the usual first charging period can be dispensed with altogether. It is only necessary to add acid of the correct specific gravity—allow to stand for a few hours—and the battery can be put into immediate service, provided normal charging is received on the vehicle.

They are available for all popular makes of cars and commercial vehicles.

REST OF THE NEWS

:: :: **Lighting-up Times (Greenwich): Saturday, August 19th, 9.16 p.m. Saturday, August 26th, 9.1 p.m.**

:: :: **Croydon Service Week.**—L. F. Dove, Ltd., are holding an Austin Service Week from September 11th to 16th at their premises at 111-5, Addiscombe Road, East Croydon, Surrey.

:: :: **Thanksgiving Fund Donation.**—S. Smith and Sons (England), Ltd., of Cricklewood, London, N.W.2, have sent £100 to the Lord Mayor of London for the National Thanksgiving Fund.

:: :: **Motor Ball Sold Out.**—All the tickets have been sold for the Motor Ball to be held in aid of the Benevolent Fund at the Dorchester, Park Lane, London, W.1, on October 18th, opening day of the Motor Show.

:: :: **Blow-out.**—Heat of the sun caused the tyre of an agricultural tractor on display to burst and blow out a plate glass window of a St. Helier, Jersey, C.I., garage.

:: :: **Tyre Trade Register.**—Supplement No. 10, dated July, 1950 to the Tyre Trade Register, has been issued by the Tyre Manufacturers' Conference.

:: :: **Postage is Free.**—Measham Motor Sales Organisation ask us to point out that their second edition of the "Register of Motor Index Letters and Numbers" is published at 7s. 6d., post free, and not at 7s. 9½d. as was stated in our issue of last week.

:: :: **First in this Country?** — Phœnix Crankshaft and Bearing Co., Ltd., 44, St. Paul's Crescent, London, N.W.1, tell us that they have recently received two Amco crankshaft grinders from Denmark, which they believe to be the first of this type of machine to be imported into this country. They are also acquiring two more.

:: :: **Motor Racing Trophy.**—At a dinner held in the Cairndale Hotel, Dumfries, recently, Director and General Manager Clare Cambage, of S.M.T. Sales and Service, Ltd., presented a new cup to the Dumfries and District Motor Cycle and Car Club. The first winner of the cup, which carries with it the South of Scotland Championship, was C. Bruce, of Glasgow.

A country-wide network of Rotoflo Main Distributors is organised for smooth co-operation with local garages in the fitting of Rotoflo. You can bring profitable business to yourself by asking your nearest Main Distributor for details to-day There is a Rotoflo for almost every make of car from 8 h.p. upwards, and light or heavy commercial vehicles. Once fitted and correctly adjusted Rotoflo *need no further attention whatever.*

BIRMINGHAM
Universal Dampers Ltd., Cranmore Boulevard, Shirley
SHirley 2278

BELFAST
The Northern Ireland Spring Co., Duraflex House, Donegall Square Mews
Belfast 28327

BOURNEMOUTH
Rothon Radiators Ltd., 65 Stewart Road
Boscombe 2363

BRISTOL
Western Services (Bristol) Ltd., Midland Road, 2
Bristol 21824

CARDIFF
Bearings (Cardiff) Ltd., Ely
Llandaff 1056

CHELTENHAM
Walker & Ward Ltd., Warwick Place
Cheltenham 3816

COVENTRY
Guyvers (Coventry) Ltd., Greyfriars Lane
Coventry 63224

DUBLIN
John H. Moore Ltd., 11 Aungier Street
Dublin 53602

EMSWORTH, HANTS
Rothon Radiators Ltd., 1 Sultan Road
Emsworth 720

GLASGOW
West of Scotland Eng. Motor & Welding Co. Ltd., 131 Houldsworth St, C.3
CENtral 5776

HINDHEAD
Hindhead Motor Works Ltd., Hindhead, Surrey
Hindhead 663

HUDDERSFIELD
Hebble Auto Services, Bradford Road
Huddersfield 5840

HULL
Crystal Motor, General & Elec. Eng. Co. Ltd., Bank Street
Hull 15680

KING'S LYNN
Motorists' Specialities, King's Lynn
King's Lynn 2422

LANCASTER
Frank Hopwood Ltd., 83 Market Street
Lancaster 177

LEICESTER
Castle Unit Development Ltd., Church Gate
Leicester 65251

LIVERPOOL
District Auto Services Ltd., 7 Little Catherine Street, Liverpool 8
ROYal 2029

Frank Hopwood Ltd., 3, Rialto Buildings, Upper Parliament Street

LLANDUDNO
Hutchison & Wilde Ltd., Reliance Garage, Nant-y-Gamar Road
Llandudno 6542

LONDON (NORTH)
Broadfields Garage & Eng. Co., Standard House, Cockfosters
Barnet 7301

LONDON (SOUTH)
Robin Hood Garage (Anerley) Ltd., 97/99 Croydon Road, Anerley
Sydenham 7066

LONDON (EAST)
Shock Absorber Service 125 Lower Clapton Road, Clapton, E.5
Amherst 6368

LONDON (WEST)
Shock Absorber Service, 364 Uxbridge Road, Shepherd's Bush, W.12
Shepherd's Bush 4251

MANCHESTER
Frank Hopwood Ltd., Midway Garage, Matthews Lane, Longsight 12
Rusholme 5507

NEWCASTLE
Andrew A. Barton, The Garage, Newburn, Newcastle-on-Tyne
Lemington 74449

NORTHAMPTON
A. Mulliner Ltd., Bridge Street
Northampton 907

NOTTINGHAM
Frank Hopwood Ltd., Summer Street (Nr. Midland Station)
Nottingham 88472

SHEFFIELD
Brooklands Garage, Brooklands Avenue, Fulwood 10
Sheffield 31411

STOKE-ON-TRENT
Trent Vale Motors, Hartshill Road, Hartshill
Newcastle (Staffs) 69688

SUDBURY
Atkins Fulford Ltd., Sudbury, Suffolk
Sudbury 2335

THUNDERSLEY
Atkins Fulford Ltd., 9 Parkfield Parade, Thundersley, Essex
Hadleigh 58763

WOLVERHAMPTON
Wolverhampton Motor Services Ltd., Cleveland Road
Wolverhampton 20894

The New Ride is on....

ROTOFLO
pressure flow
SHOCK ABSORBERS

13577

TORTUOUS TALKS on TRADE TOPICS

by "Jhansi"

Illustrated by "Betts"

"*In teaching, make 'em use brain and fingers*"

Sensitive touch essential

I WATCHED a working garage proprietor break a piston ring the other day. It was a special scraper ring and there were no reserves, so the engine was assembled with the old one, thereby deceiving the customer—unless he is told, which I very much doubt.

Watching the man I observed a Universal Spiflicator, an Expandulator and several tapered Sleevulators and other modern service tools. My mind went back to days of fingers and bits of cocoa tin as piston ring manipulators.

You took darned good care the ring was tried full depth in the slot, and independently inserted in the smallest diameter of the cylinder bore, squared up and the gap or absence of it examined. The rest you did chiefly with your fingers, using care, with a few casualties to sharpen your wits.

In teaching boys I would deliberately remove all expandulators, contractulators, alignulators and spiflicators and make 'em use brain and fingers. Particularly the latter, for there are many jobs round a car where a delicate sensitive touch is most useful, if not, indeed, essential.

Strong man

Watching this garagist's fingers was interesting. He spends all his days on repair work and is very strong. Even though his flow of comment on all piston rings, and especially the unruly set he was fitting, had taken the spring out of the scrapers, the odds were that he'd break one. And I was naughty enough to wait whilst it happened, and to laugh with complete abandon.

. . . who learnt their finger-craft the hard way.

True, there are jobs in the shop which, if regularly performed, harden the skin and make for clumsy fingers; but not in every case. There are some fitters who are very strong in the arm, vice-like in the fingers, and yet it is a treat to watch them let loose in a carburetter or switch box. The fingers are guided by a brain that knows what it is doing and switches from the required pull on a ¾-in. x ⅞-in. spanner

You can say it to-day as you said it in '25...

"No stronger, lighter or more accurate piston than B.H.B. can be found for engine reconditioning. The high quality and advanced design of B.H.B. pistons assure long life and trouble-free service. Stocks for all popular cars and commercial vehicles are held by distributors throughout the country."

BHB PISTONS

THE AUTOMOTIVE ENGINEERING CO. LTD.
THE GREEN, TWICKENHAM, MIDDLESEX
Telephone: Popesgrove 2206 (P.B.X.) Telegrams: Motif, Twickenham

Smee's AE 5

down to adjusting hairlike springs without the slightest apparent difficulty.

Drawing a parallel, I look on a synchromesh gearbox as a refinement to a good manual gear change, not as a substitute for learning how to change gear. In the same way, teaching boys to do all their jobs with spifficators is no substitute for a good grounding in fingerology, with the expandulators and so on as worth-while aids, later on.

The hard way

I can almost hear the sigh of approval on the part of a number of readers who learnt their finger-craft the hard way, just as they got a hefty kick in the pants if found using a lathe bed as an anvil or erecting bench.

Next to having useful fingers attuned to car work, youngsters need a lot of lessons on how, when and where to apply force. And, more important still, how to obtain results without using it at all. Crashology is far too prevalent in many repair shops and with certain types of fitter. Maybe nobody took any interest in them when they were young, so who are we to blame them?

But we can at least see that those now in training get better handling.

Just a minute, I distinctly heard cast-iron fracturing. What's gone now, and who is going to pay for it? That's the thing that bothers me—who pays?

Latest Trade Literature

Copies of the following publications can be obtained from the manufacturers concerned, on mentioning "The G. and M.A."

Pashley Delivery Trucks. — Manufacturers of the Pashley lightweight motor delivery truck, W. R. Pashley, Ltd., Chester Street, Birmingham, 6, have issued a folder describing this three-wheeler. They have also produced a combined running and maintenance instructions, and spare parts list for this vehicle.

South Bend Light Ten Lathes. — Although these tools cannot at present be imported, garagists will no doubt be interested in the latest product of this well-known American firm. The Light Ten lathe is a 10in. bench lathe, and is described together with its tools in catalogue No. L-10E, which is obtainable from the manufacturers, the South Bend Lathe Works, South Bend 22, Indiana, U.S.A.

Brush Industrial Trucks. — A folder dealing with the operating advantages of Brush battery electric industrial trucks is now available from the manufacturers, Brush Coachwork, Ltd., Loughborough.

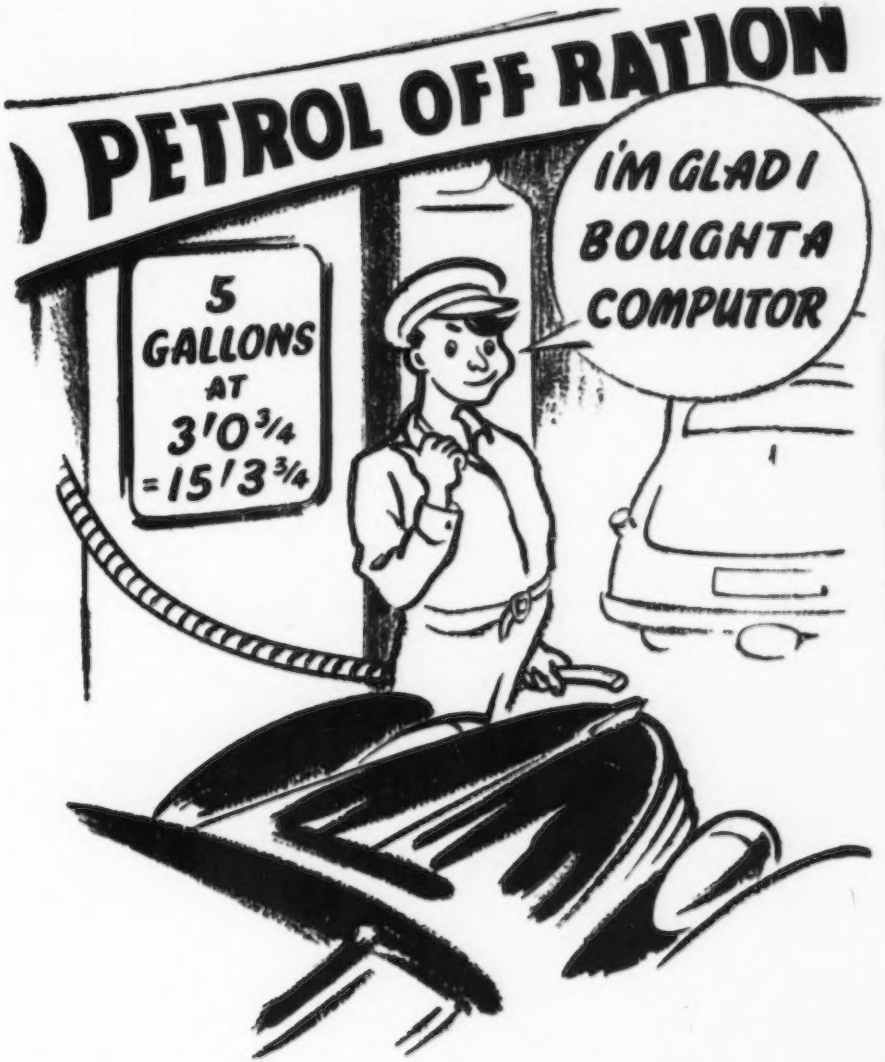
Duckham's Continental Service.—This folder lists the main agents in the principal towns of France, Belgium, Luxembourg, Switzerland, Portugal, Spain, Holland, Denmark and Western Germany who stock oils and Adcoids produced by Alexander Duckham and Co., Ltd., 346, Kensington High Street, London, W.14.

Turner Diesel Engines.—New leaflets are now available giving details of the Turner model 1V95 single-cylinder engine, the 33-36 h.p. industrial diesel engine, 9-17 h.p. type 2V95 industrial diesel engines, and other industrial and marine engines made by the Turner Manufacturing Co., Ltd., Wulfruna Works, Villiers Street, Wolverhampton.

Renold Chains and Stock Wheels.—A folder is now available from the Renold and Coventry Chain Co., Ltd., Renold Works, Didsbury, Manchester, 20, dealing with their 8mm. pitch roller chain and stock wheels.

Venner Lightweight Alkaline Accumulators.—A brochure dealing with these interesting new accumulators, which are claimed to be half the size and one-third the weight of other accumulators of comparable capacity, is now available from the manufacturers, Venner Accumulators, Ltd., Kingston By-pass, New Malden, Surrey.

PETROL OFF RATION



You can count on it!

★ **Your Computor can be altered in a matter of seconds to calculate the cost when any change in the price per gallon is made.**

SUPPLIED BY LEADING PETROLEUM COMPANIES AND PUMP MANUFACTURERS

Motor Trade Commercial Report

COUNTY COURT JUDGMENTS

THE returns given below have been obtained from the Registry of County Court Judgments. **The Register does not differentiate between actions for damages and those for debts, or otherwise show in any case the nature of the dispute which may have made reference to the Court for its decision desirable.** Also, it is not known whether the judgments have been satisfied at this date of publication, but in many instances the amounts may have been settled between disputants and paid. **Further, the persons sued may have been acting for the defendants in representative capacities, and the claims may not have been against them personally; alternatively, the proceedings may have been personal matters unconnected with the businesses whose addresses have been used.**

Avon Garage Co., Bridgend Rd., Maesteg, Glam, garage proprs. £18 3s. 2d. July 12.

Avon Garage Co., as above. £10 4s. 4d. July 6.

H. H. Broom, 102A, St. Leonard's St., Bow, E.3, motor engr. £28 19s. 3d. June 29.

Commercial Motor Co., Burton Rd., Carlton, Notts, motor engrs., etc. £11 17s. July 13.

H. Cooke, 21, Beresford Rd., Chapel-en-le-Frith, motor dlr. and garage propr. £15 7s. 8d. July 12.

W. Cooke, Bognor Garage, High St., Bognor Regis. £69 15s. 3d. July 10.

Coventry Motor Spares, Gulson Rd., Coventry. £71 14s. May 26.

L. Davenport, Orchard House, Elm Rd., Hook, nr. Surbiton, Surrey, car dlr. £49 13s. 9d. June 9.

W. G. Fordham (t.a. Fordham & Fretwell), Fordham, nr. Ely, motor engrs. £43 11s. 7d. June 23.

Herberts Garage, St. Mary Church, nr Cowbridge, Mon. £13 6s. 2d. June 21.

K. Hilton, 25, Ranelagh Drive, Birkdale, Southport, motor repairer and dlr. £14 11s. 4d. July 11.

A. E. Howes (t.a. Kirkdale Motors), 319a, Kirkdale, Sydenham, S.E.26, motor engr. £24 13s. 11d. June 30.

S. Kirkman (t.a. Marlowe Motors), Abbey St., Cambridge. £39 4s. 3d. July 11.

Lea Bridge Garage, 1/5, Smart St., Luton. £16 11s. 8d. July 13.

Leigh Road Garage, Leigh Rd., Leigh, Lancs. £36 7s. 3d. June 14.

D. Luckhurst, Swanton St., Bredgar, Kent, motor engr. £18 18s. 5d. July 10.

W. I. Mollard (t.a. Ivey Mollard Car Sales), Mill Garage, Scorrier, Cornwall, garage propr. £132 19s. 10d. June 7.

Motor Accessories & Finishers, 507A, Lordship Lane, London, S.E.22. £22 5s. 8d. July 6.

J. G. Parton, Station Garage, Hooton, Ches, garage propr. £37 0s. 1d. July 11.

Ravenfield Motor Co., Bashforth's Corner, Ravenfield, Rotherham, auto engrs. £21 4s. 7d. July 14.

R. Shaw, 7, Lower Wellgate, Rochdale Rd., Greetland, Halifax, motor engr. £15 17s. June 27.

R. O. Shoobridge, 6/8, Nelson Rd., Wavertree Rd., Liverpool, 7, motor engr. £76 5s. Apr. 25.

Stanley Garages (Bootle), Ltd., r.o. Sandringham Rd., Liverpool, 22, garage propr. £40 12s. 10d. July 11.

G. P. Storey, Ltd., r.o. 28, The Broadway, Stoneleigh, Surrey, garage proprs. £15 4s. 4d. July 7.

M. Walsh, 325, Blackburn Rd., Accrington, motor engr. £53 6s. 3d. July 4.

Weald Engineering Co., Charing Hill, Charing, Kent, motor engrs. £14 15s. 8d. July 13.

White's Garage (Luton), Ltd., r.o. 98/100, Castle St., Luton, garage proprs. £38 4s. 6d. July 14.

INCREASES OF CAPITAL

Automo, Ltd.—Increased by £2,400, beyond the reg. cap. of £600.

Universal Coachbuilders (Oldham), Ltd.—Increased by £4,000, beyond the reg. cap. of £1,000.

Flather & Co., Ltd.—Increased by £24,000, beyond the reg. cap. of £1,000.

Wallace Cartwright & Co., Ltd. — Increased by £5,000, beyond the reg. cap. of £10,000.

Miller & McGregor, Ltd.—Increased by £10,000, beyond the reg. cap. of £4,000.

R. S. Logan & Co., Ltd.—Increased by £10,000, beyond the reg. cap. of £20,000.

Knutsford Motors, Ltd.—Increased by £65,000, beyond the reg. cap. of £10,000.

Tyreservices (Plymouth) Ltd.—Increased by £4,000, beyond the reg. cap. of £10,500.

George Newman, Ltd.—Increased by £11,000, beyond the reg. cap. of £1,000.

Hants & Dorset Tyres, Ltd.—Increased by £3,000, beyond the reg. cap. of £3,000.

Colmore Combine, Ltd.—Increased by £50,000, beyond the reg. cap. of £100,000.

Rye-Arc, Ltd.—Increased by £25,000, beyond the reg. cap. of £10,000.

RECEIVERSHIP (RELEASE)

Travers, Ltd.—Harold A. Edwards, of 28, Mosley St., Newcastle-on-Tyne, 1, ceased to act as receiver on July 25.

COMPANY WINDING-UP

George Franks & Co. (Guildford), Ltd., 78, Woodbridge Rd., Guildford, Surrey, motor mechanics, electrical engrs., etc.

First meeting of creditors of the above was held on Aug. 9, at the offices of the Board of Trade, 346, Strand, London, W.C., when the Official Receiver reported that the winding-up order was made on July 3. The co. was formed in Oct., 1946, with a nom. and issued cap. of £500.

No statement of affairs was filed, but upon present information the liabilities comprised: amount due to a H.P. firm £600, less £450, being the estimated realisable value of plant held; debenture £4,000; charge on co.'s premises £150; trade creditors £1,200; directors' unsecured loans £5,000; and another unsecured loan £300. The assets were said to be land and buildings £400 and book debts £40. A representative of the debenture holder and also of the directors intimated the debenture holder and the directors would not press their claims.

The directors attributed the failure of the co. to the removal of the petrol ration in 1947, which resulted in the co.'s self-drive car business ending; considerable expenditure in wages and other outgoings in connection with a mild steel electric motor in which the co. was interested and lack of receipts from other activities or sales during the period from Sept., 1947, to mid-1948.

The Official Receiver said that in his opinion the creditors of the co. should have been informed of

You can rely on

MILLENNIUM

HYDRAULIC & SCREW JACKS

MIDAS

to make light work of it!

MILLENNIUM (hydraulic) and MIDAS (screw type) jacks are designed on the soundest engineering principles and have proved their reliability under the most testing conditions throughout the world. They combine ample power with extreme ease of operation and smooth working. This compact efficiency is the outcome of over 50 years' research and experience. Constructed from the highest grade materials they are built to give years of unfailing service. The pump and release mechanism are enclosed within the cast body, as in all Millennium Jacks. The easy positioning, raising and lowering are all carried out with the handle in the same housing.

JACK SPECIFICATION
Type S.343

Minimum Height	9¼"
Power Lift	6"
Hand Extension	4¾"
Extended Height	19¾"
Handle Length	36"
Weight, lbs., filled (less handle)	30
Weight of Handle, lbs.	5
Capacity (in tons of 2240 lbs.)	6

for effortless lifting

Refill with MILLENNIUM JACK FLUID only

LAKE & ELLIOT LTD. BRAINTREE, ESSEX

L 834D

Motor Trade Commercial Report—*Continued*

the unsatisfactory position in 1948. No resolution was passed and the matter was left in the hands of the Official Receiver as liquidator.

NEW COMPANIES

Granthams' (Hull), Ltd.—Private co., reg. July 27. Cap., £2,000. To carry on the business of manfrs. of and dlrs. in new and secondhand motor cars, boats, ships, batteries, engines, etc. Directors: F. R. Grantham, Mrs. F. Grantham. Reg. office: 455/9, Hedon Rd., Hull.

Mall House Motor Co., Ltd.—Private co., reg. July 28. Cap., £100. To carry on the business of motor car, motor cycle and cycle agents and dlrs., etc. Subscribers: G. H. Gilbert, Lily Diamond. Reg. office: 3, Broad St. Bdgs., Liverpool St., E.C.2.

Staines Bridge Caravan Co., Ltd.—Private co., reg. July 28. Cap., £100. To carry on the business of manfrs., sellers and hirers of caravans, car trailers, omnibuses, etc. Subscribers: G. M. Thomas, B. Milland. Reg. office: The Hythe, Staines, Middx.

Springhead Garage, Ltd.—Private co., reg. July 29. Cap., £6,000. Directors: F. Doughty, W. Eastwood. Reg. office: Springhead Garage, Oldham Rd., Springhead, nr. Oldham.

St. Day Utilities, Ltd.—Private co., reg. July 29. Cap., £500. To acquire the businesses (1) of a motor and cycle dlr. and engr. now carried on by J. H. J. Watson, of Fore St., St. Day, Cornwall, as St. Day Motor & Cycle Depot; (2) of hardware, grindery and electrical merchants, now carried on by the said J. H. J. Watson and Nellie R. Holford, of Carew House, St. Day; and (3) that part of the business now carried on by J. H. J. Watson as C. H. Watson & Son, grocers and general dlrs. Directors: J. H. J. Watson, F. A. Holford, J. Watson, Mrs. N. R. Holford. Reg. office: Fore St., St. Day, Cornwall.

Y-Pas Garages, Ltd.—Private co., reg. July 31. Cap., £2,500. To carry on the business of garage proprs., etc. Directors: E. Horton, Mrs. D. Horton, Mrs. M. M. Horton. Reg. office: Y-Pas Filling Station, Eggington, Derbyshire.

Agri-Auto, Ltd.—Private co., reg. in Edinburgh, Aug. 1. Cap., £500. Subscribers: C. K. Hay, J. Simpson. Reg. office: 1544, Gt. Western Rd., Glasgow, W.3.

Sturry Motor Co., Ltd.—Private co., reg. Aug. 4. Cap., £2,000. To carry on the business of garage proprs., manfrs. and repairers of and dlrs. in motor cars, etc. Subscribers: L. E. Brooks, G. R. C. Peake. Reg. office: 64, Wool Exchange, 25/9, Coleman St., E.C.2.

Hollywood Caravans, Ltd.—Private co., reg. Aug. 3. Cap., £2,000. Directors: G. S. West, T. West. Reg. office: 6, Dark Lane, Hollywood, Birmingham.

Ramponi Rockell, Ltd.—Private co., reg. July 31. Cap., £1,000. To carry on the business of motor engrs. and garage proprs., etc. Directors: Giulio Ramponi, W. J. Rockell. Reg. office: 47, Lancaster Mews, W.2.

Beason Cooke, Ltd.—Private co., reg. Aug. 1. Cap., £1,000. To acquire the business of motor engrs., welders, shock absorbers, repairers, etc., carried on by L. R. Beason, T. S. Cooke, W. Cooke, H. Cooke, at 9, Bath St., and elsewhere, in Leicester. Directors: L. R. Beason, T. S. Cooke, H. Cooke, W. Cooke. Reg. office: 9, Bath St., Leicester.

Test Cars, Ltd.—Private co., reg. Aug. 4. Cap., £500. To carry on the business of agents and motor auctioneers, importers, manfrs., buyers and sellers of motor cars, etc. Directors: J. Compton, T. W. Torring, A. E. Torring. Reg. office: 13, Northumberland Alley, Fenchurch St., E.C.3.

Knockfergus Engineering Co., Ltd.—Private co., reg. in Belfast July 28. Cap., £5,000. To carry on the business of manfrs., proprs., importers and exporters of and dlrs. in motor cars, motor boats and vessels, aeroplanes, ironfounders and mechanical engineers, etc. Directors: W. H. Jackson, G. F. Campion, L. J. Henderson. Reg. office: 52, Donegall Place, Belfast.

Kerr Robinson, Ltd.—Private co., reg. in Belfast Aug. 1. Cap., £500. To carry on the business of garage proprs., etc. Directors: S. K. Robinson, D. McRoberts. Reg. office: 70, Union St., Belfast.

B.M.T.A Stop List

Following alterations have been made to the British Motor Trade Association Stop List during the week ended August 12th, 1950:—

ADDITIONS

Ferguson, George, 285, Glasgow Rd., Clydebank, Dumbarton.

Ritchie, W. & A., Fraser Place, Aberdeen.

Sharples, Richard, 658, Great Northern Rd., Aberdeen.

BUSINESS AIDS

To the Man who has to Carry all the Worries. (YOU?)

Dear Sir,

Thousands of motor trade executives have found great mental relief and profit by adopting the "G. & M.A." Business Aids for the Motor Trade.

These aids put "clanking" and erratic routine on smooth-running ball bearings. System is substituted for fallible human memory and mean-to-do-it.

They are all designed from direct knowledge of your problems. Their scope is adaptable. Large and small businesses benefit equally by their use.

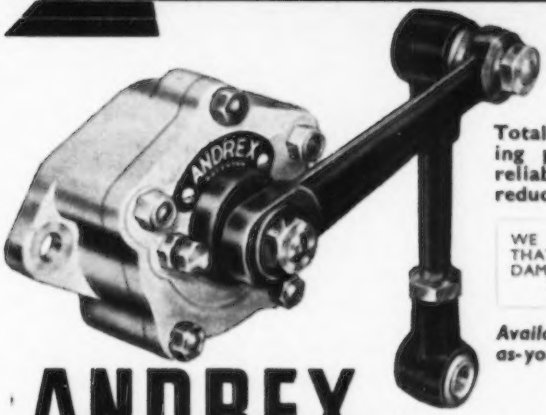
Study the catalogue. If you would like to have the latest edition, we'll be delighted to send it to you.*

Sales Department

"The Garage and Motor Agent".

*The address is 62, Doughty Street, London, W.C.1. (HOLborn 7771.)

FOR TROUBLE-FREE SERVICE UNDER ALL CONDITIONS!



Total enclosure of all working parts means absolute reliability with maintenance reduced to a minimum.

WE REMIND THE TRADE THAT ANDREX SHIMMY DAMPER IS A CURE FOR MANY STEERING TROUBLES.

Available with Telecontrol for as-you-drive adjustment.

A FEW AGENCIES STILL AVAILABLE IN SELECTED AREAS.

ANDREX

friction-type

SUSPENSION DAMPERS

ANDRE (COMPONENTS) LTD., 38, FELSHAM ROAD, PUTNEY, S.W.15

'Phone: PUTney 5751

'Grams & Cables: Andrecomp, London.

Warm the workers - not the air!

Why waste great quantities of fuel to warm the air in your building — only to lose that warmth every time the doors are opened? Potterton Radiant Panels do *not* heat the air — they radiate warmth directly to the workers. Even in draughty loading bays, every worker feels comfortably warm, completely at ease. That means better output, fewer complaints — and a much lower fuel bill.

We can help you make *your* factory a warmer place to work in — please write for a representative to call.

DESIGNED FOR FACTORIES, LOADING BAYS GARAGE WORKSHOPS, STOREROOMS, DRAUGHTY CORRIDORS, Etc.

A DE LA RUE gas appliance

POTTERTON *Gas Fired* RADIANT PANELS

THOMAS DE LA RUE & CO. LTD.
(Potterton Gas Division), Imperial House, Regent Street, London, W.1. Northern Area: 4 Albert Square, Manchester, 2

READERS' GUIDE TO ADVERTISERS

Air Industrial Developments, Ltd. 1291
Aldridges 1345
Andre (Components) Ltd. 1343
Anglo-American Oil Co., Ltd. 1307, Supp. v
The Austin Motor Co., Ltd. .... Supp. i
Autocar Electrical Equipment Co., Ltd. 1346
Automative Engineering Co., Ltd. 1337

Bowmaker, Ltd. .... Cover i

Carmo (1929), Ltd. 1352
Cleveland Petroleum, Ltd. .... Supp. iii
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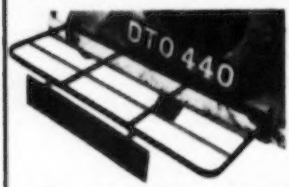

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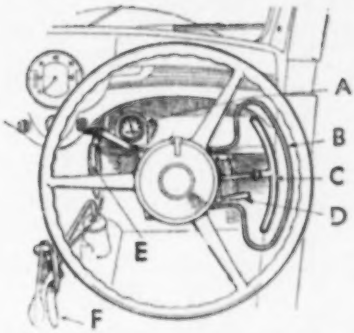

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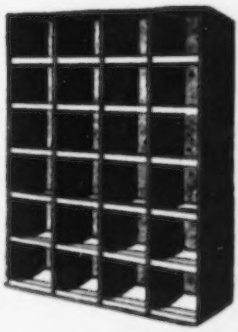

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